

# GRAIN DEALERS JOURNAL

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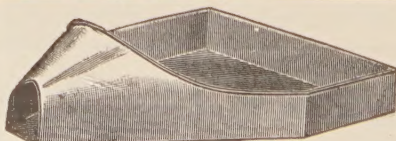
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of advertising.

## Certain Departments

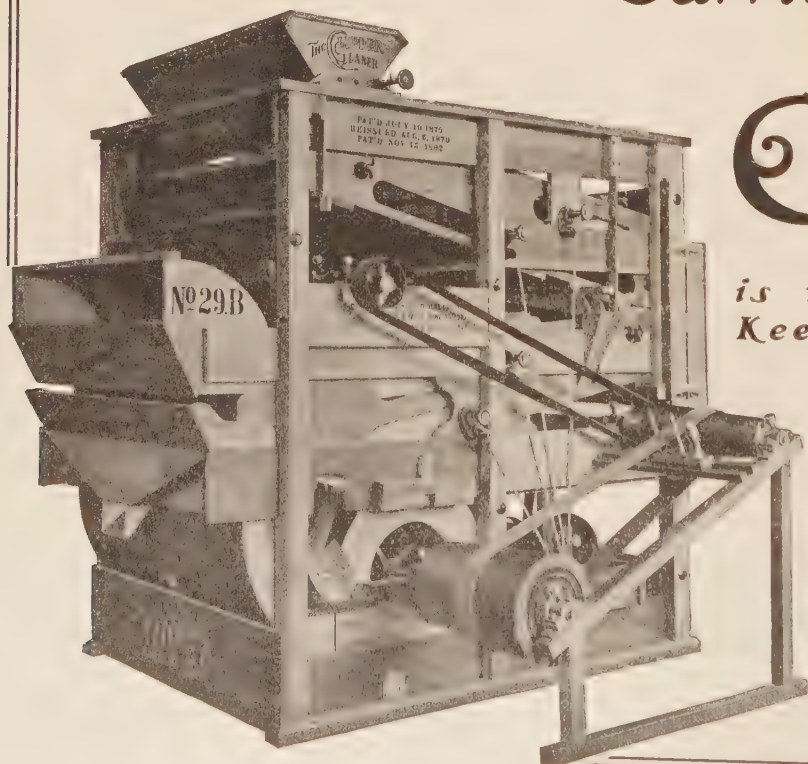
in this number of the GRAIN DEALERS JOURNAL are especially  
interesting. After you have read them, consider carefully whether you  
are not better off with the twenty-four numbers of the Journal, on  
your desk, or the dollar and fifty cents in your pocket.

**ACCOUNT BOOKS FOR SALE**  
BY  
GRAIN DEALERS JOURNAL, CHICAGO

## The Roller Bearing Traveling Brush Carrier Used on the

# CLIPPER CLEANER

*is the only device that  
Keeps the Screens Clean*



The No. 29 B. Seed and Grain Cleaner is un-  
equalled for its fine work on Clover, Timothy  
and all fine seeds of this nature. Has four full  
length screens, with traveling brushes under  
each. Seed passes over each screen which  
means 4 distinct cleanings are given. Then the  
seed or grain is air weighed by a vertical blast  
governed by our special air controller. Plump  
grains are dropped back, and the lighter chaff  
and small grains are carried away. By all means  
investigate this machine. It should be your  
first step toward the purchase of a cleaner.

**A. T. FERRELL & CO.**

SAGINAW, W. S. MICH.



# What SERVICE Really Means

## SERVICE

(THE REAL KIND) —

Service is the performance of a labor extending over a period of years during which the cost for upkeep and operation is at a low figure and the continuity of good service not interrupted by frequent delays for repairs and adjustment.

A sheller or cleaner should be considered in the light of a permanent installation. If your present equipment is not giving "service of the real kind" you will save money by investigating the line of elevator machinery which has a "real service" record extending over twenty-five years—the line that has become known as the standard because of the splendid quality of performance rendered no matter how hard the usage given.

"Western" on grain machinery is like "sterling" on silver. It guarantees satisfaction.

Western service is what you want. It was what thousands of elevator operators found thru experience was what they needed and wanted, and finally SECURED. Follow their example, but eliminate the time lost and money wasted in experimenting and buy Westerns now.



"Western" Regular Warehouse Sheller

**ANY SUPPLY PART NEEDED  
FROM  
PIT TO CUPOLA**



"Western" Gyrating Cleaner

**UNION IRON WORKS  
DECATUR - ILLINOIS**





**SPROCKET WHEELS**  
Plain, Split or with Clutches



By comparison the best. Full line of  
WAGON, HOPPER AND DUMP SCALES



**PULLEYS**  
Cast Iron, Steel, Rim, Wood  
Split, Friction Clutch



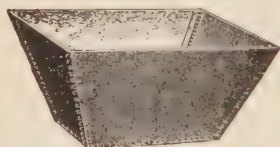
**CUP BOLTS**  
All kinds



**GRAIN TESTERS**  
All sizes



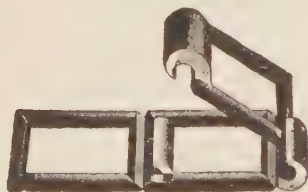
**BELTING**  
Rubber and Leather



**BOOT PANS**  
All sizes



**SALEM CUPS**



**SPROCKET CHAIN**  
All sizes



**CAST IRON BOOTS**  
Adjustable. All sizes.



**LOADING SPOUTS**  
Best material. Made in any size.

## **LARGEST STOCK**

### **Grain Elevator Machinery and Supplies**

## **LOWEST PRICES**

**SHEAVE WHEELS**  
**TRANSMISSION ROPE**  
**DISTRIBUTING SPOUTS**  
**INDICATOR STANDS**  
**SPIRAL STEEL CONVEYOR**  
**CONTROLLABLE WAGON DUMP**  
**PLAIN DUMP IRONS**  
**EAR CORN FEEDERS**  
**FEED MILLS**  
**MAN LIFTS, ETC.**

**Get Our Prices on Gasoline Engines and  
Automatic Scales Before Buying. We  
Will Save You Money.**

**SPECIAL PRICES ON COMPLETE  
ELEVATOR EQUIPMENT.**

Can we favor you with a copy of our Handy  
Net Price Catalog?

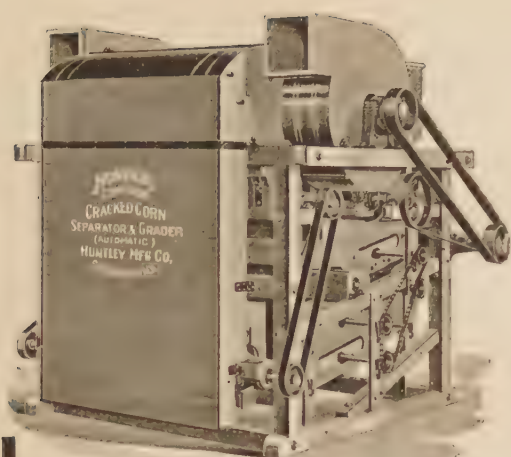
## **Everything in the Elevator**

CAN BE HAD FROM THE

# **American Supply Co.**

**OMAHA NEB.**





*Monitor*

## Cracked Corn Grader

# Maker of the cleanest grades of cracked corn

Spend three minutes reading our six page descriptive folder and you will understand why the Monitor Automatic Cracked Corn Grader is without doubt making the cleanest grades of cracked corn. Different from any machine on the market, and better; more air work, more sieve work—greater uniformity for both. In equipment, this machine carries features that are unknown to cracked corn machinery of any other make—and very essential, so the users say; and, by the way, the users are mostly prominent concerns making surpassingly fine grades of cracked corn goods. Get posted.

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Let the Grain Dealers Journal  
Want Ads do your work.

*They bring quick results.*

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Clark's Vest Pocket Grain Tables reduce pounds to bushel on any number of pounds from 10 to 100,000. Printed on ledger paper in red and black. The red figures show the pounds and the black the bushels and pounds.

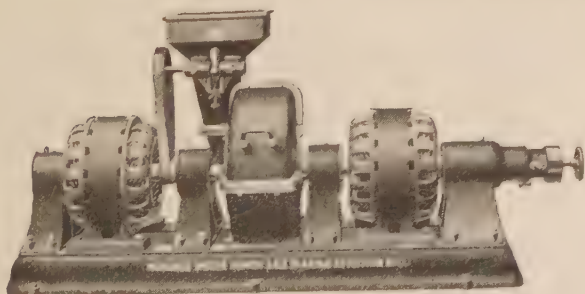
The tables show the following reductions: Oats at 32 lbs.; Corn, Rye and Flaxseed at 56 lbs.; Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs.; Barley and Hungarian Seed at 48 lbs.; Ear Corn at 70 lbs.; Ear Corn at 75 lbs.; Ear Corn at 80 lbs. Timothy Seed at 45 lbs.

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Write for catalog D-No. 115 and get the details in regard to

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**The Monarch Ball Bearing Attrition Mill**  
(Belt Driven if Preferred)

Let us tell you how it will save from 25 to 50% in power and 95% in lubrication expense; why it requires no tramming, costs little to maintain and why the ground product is always uniform.

**Sprout, Waldron & Co.**  
MILLING ENGINEERS

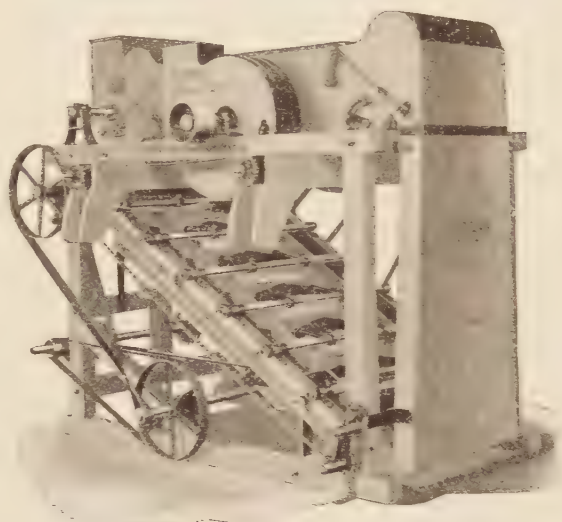
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Chicago Office:  
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P. O. Box No. 26



# WHEAT AT \$1.60 ON CHICAGO MARKET; NEW WAR PRICE FOR MAY WHEAT



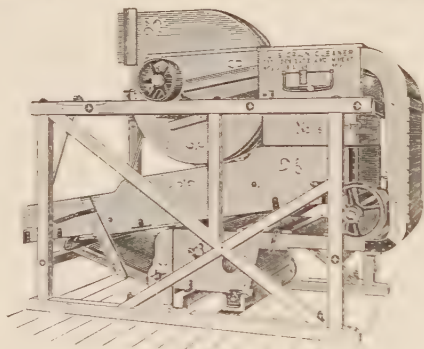
Chicago, Feb. 1.—Smashing of high record war prices continued today in the wheat market here. At the very outset, May delivery sold at \$1.54 a bushel as against \$1.51 7-8 when the market closed Saturday. Increasing urgency of European demand for wheat was indicated by a decided fresh upturn in prices at Liverpool.

Chicago, Feb. 2.—Wheat raced upward in price today. The May delivery touched \$1.60, the top figure to which the market went in the famous deal by James A. Patten in 1909. Extraordinary rises in quotations at Liverpool excited wheat traders here.

We are offering a new machine with which you can make off grade, oaty wheat grade to any terminal inspection.

**THE S. HOWES COMPANY, Inc.**  
Silver Creek, N. Y.

## THE U. S. GRAIN CLEANER



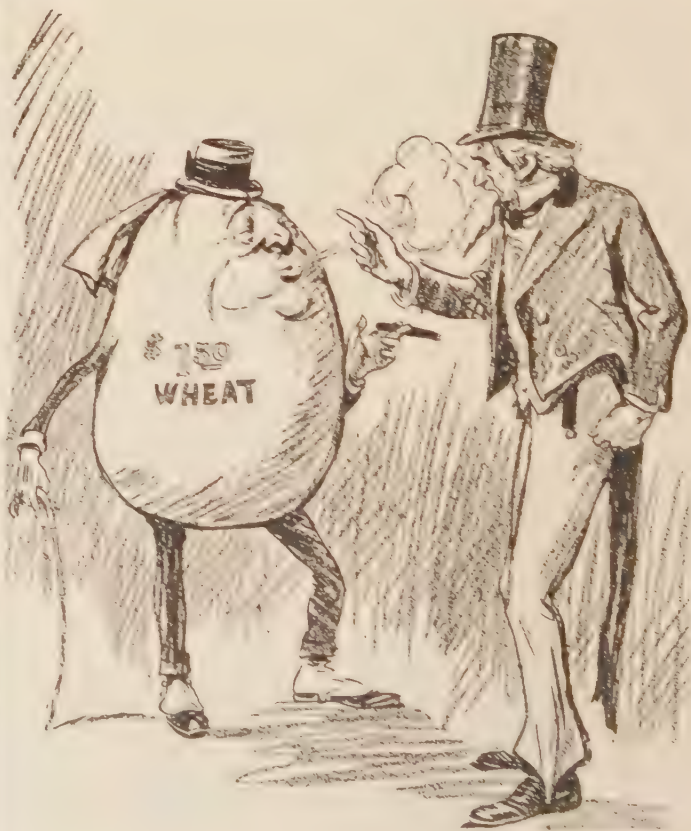
### Meets Every Need

Low cupolas or high cupolas. Small or large capacities. Has all the features you want; well made and prices are reasonable.

Our Improved U. S. Corn Sheller, Safety Wagon Dumps, Safety Ball Bearing Manlift, B. S. C. Chain Feeders and Conveyors are always money savers.

Get our prices on complete equipment.

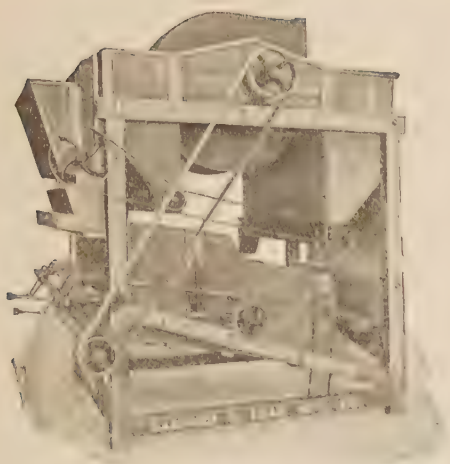
**B. S. CONSTANT MFG. CO., Bloomington, Ill.**



"Don't Get Too Gay, Son."

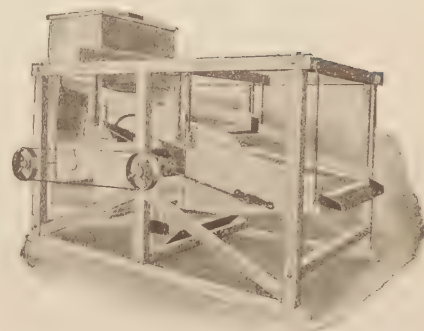
—From the N. Y. World





Perfected Separator

## Everything for Grain Elevators and Feed Mills



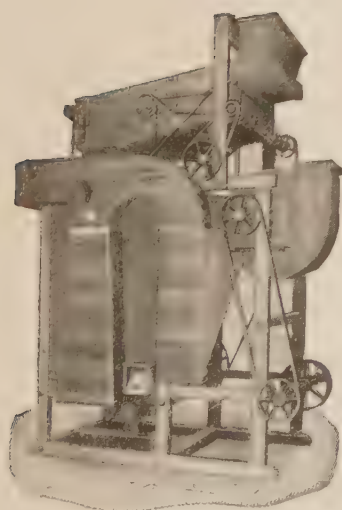
Corn Cleaner

For over 50 years we have been building this class of machinery and our line is known wherever grain is grown.

We made the first successful wheat separator, the first sieve corn cleaner, the first ball bearing feed mill, and in fact, have always been first to introduce anything of value.

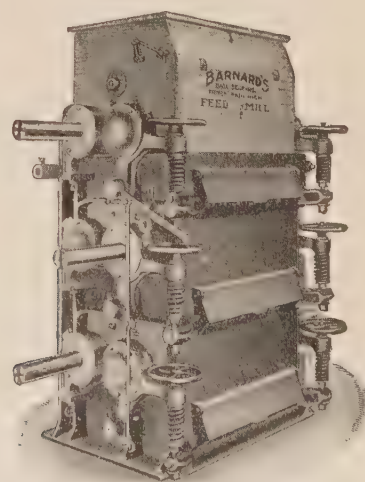
Our line includes Separators, Scourers and Oat Clippers of all kinds, a full line of Feed Mills and Corn Shellers and Cleaners, Packers, Grain Dryers, Dust Collectors and Power Connections and Supplies of all kinds.

*Send for latest catalogue*



Moline Upright Oat Clipper

**BARNARD & LEAS MFG. CO.**  
MILL BUILDERS AND  
MILL FURNISHERS  
ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.



Ball Bearing Feed Mill



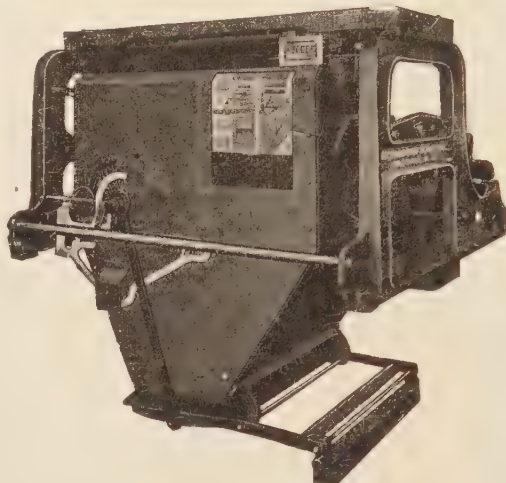
# MEN WHO KNOW

and these include some of the greatest independent scale experts in this country have stated that the latest type Richardson Automatic Scale is a marvel because of its extreme accuracy.

Would you believe it if we told you that on a government test of some of our scales they weighed individual drafts within an absolute accuracy of  $\frac{1}{100}$ th of 1%, and 160,000 lbs. within  $3\frac{1}{2}$  lbs., that's about  $\frac{1}{400}$ th of 1%? Well you don't have to, but it's true nevertheless.

NOW is the time to arrange to install a RICHARDSON SCALE in your elevator.

Write today for a scale man to call and overlook your elevator, and show you where you can install one. It will not obligate you to buy.



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Other Offices at Passaic, N. J., Buffalo, N. Y., Dallas, Texas, Atlanta, Ga., New York, N. Y.

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Other Offices at Passaic, N. J., Buffalo, N. Y., Dallas, Texas, Atlanta, Ga., New York, N. Y.

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Is built for service. Made from Selected White Birch, has direct acting springs, double safety device that will not fail, runs easy, unnecessary to bolt or lock it while not in use.  
Has wire cable and cotton hand line. Sold on 30 days' trial. Write for circulars and prices.

Manufactured and for sale by

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Construction Company**

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Branch Offices at  
Fairbury, Neb. and Lincoln, Neb.



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ELEVATOR CONTRACTORS!

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DO IT NOW

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name and a consecutive  
number.

Thousands of shippers  
use them.

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isn't worth advertising  
advertise it for sale



### WOLF SELF-CONTAINED DEMOUNTABLE MILL

Doesn't require much power nor a big building, but makes flour that easily finds a ready market.

Not an attempt at an entirely new system, but tried and proven principles applied to a new idea. Send for Descriptive Bulletin No. 95.

### THE WOLF COMPANY

CHAMBERSBURG, PA.

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**G**RAIN DRYERS—All sizes, CRUSHERS, SHELLERS and MILLS CONVEYORS and ELEVATORS, CHAIN BELT and SPROCKET WHEELS, OAT MEAL and PEARLED BARLEY MACHINERY, HOMINY MILLS

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**THE C. O. BARTLETT & SNOW CO.**  
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## Grain Receiving Ledger

A book designed for use by Grain Buyers who keep individual accounts with farmer patrons. Is ruled for facts regarding wagon loads received. Its column headings being: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks.

Each of its 200 pages of linen ledger paper, size, 8x13 1/2 inches, is ruled for 42 wagon loads and numbered. Each page may be used for one or more accounts as desired. A 28-page marginal index is bound in front. Bound in cloth with leather back and corners.

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### GRAIN DEALERS JOURNAL

315 So. La Salle St., Chicago, Ill.



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Tell us what you need for your elevator and we will tell you where to get it.

## The Richardson Grain Separator Co.

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Manufacturers of the

### RICHARDSON GRAIN SEPARATOR

(The Complete General Purpose Separator)

guarantee that rated capacity and other things being equal, that the Richardson will make separations that cannot be equalled by any separator made.

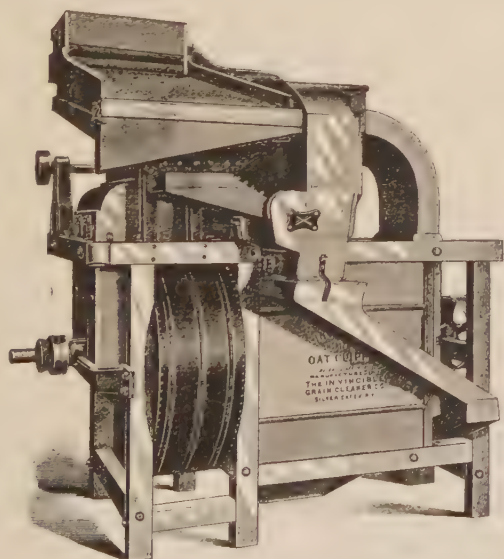
### Prove it on your own work — Free

We will send you any type separator you require on 30 days free trial, so that you can actually demonstrate the truth of our claim and earn enough money during the trial to pay for the machine.

Write us today for the particulars — cost — power consumed — floor space necessary, etc.

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## SCOURER } Combined CLIPPER } In One CLEANER } Machine

**D**OES the work of two machines in the space and on the power of one. The

### INVINCIBLE COMBINATION Scourer, Clipper and Cleaner

makes this possible by the use of a detachable “carry-by” spout. When cleaning only, the spout carries the grain by the clipping or scouring cylinder. For scouring or clipping, the spout is removed, and the regular cylinder-feed spout inserted.

Simple—quickly and easily adjusted—effective—economical. Thousands in daily satisfactory use.

Write today for descriptive literature and names of users. Furnished with ball-bearings, if desired.

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# Grain Dealers Journal



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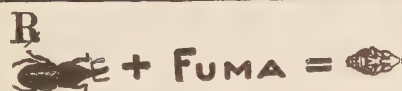
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Satisfactory results or Your Money refunded. One pkg. covers 3,000 sq. ft. floor space. Price \$3.00. Express prepaid. Send for booklet, Dept. D.

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Live weevil plus a little Fuma equals dead ones every time.

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The only satisfactory method of treating grain in the bin, kills all insects, weevils, moths, etc.

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**Strong-Scott Mfg. Co.**  
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Northwestern Agents for

Invincible Grain Cleaners,  
Richardson Automatic Scales,  
Knickerbocker Dust Collectors

An equipment for maximum results is the

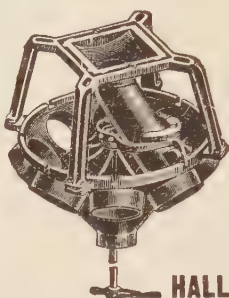
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It costs less than any other.

It is automatic in action.

The best devices known are used.

It is a combination that produces daily incomparable results without interruption, delay, and without choking.



The design of

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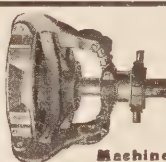
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It has the endorsement of the trade and of individuals. It is easily handled, very durable and occupies but little space.

Send for our Catalogues.

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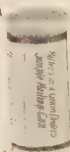
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For Accurate Moisture Tests use our Grain Dealers Air Tight Cans for forwarding your grain samples.

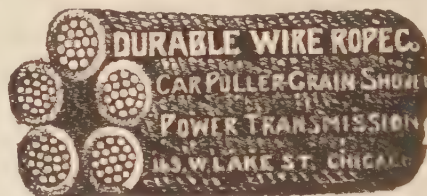
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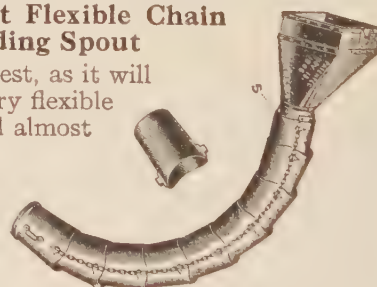
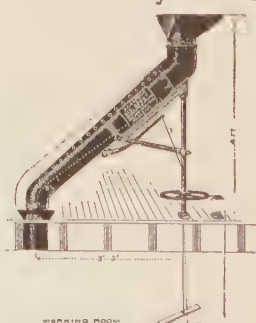
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is the best, yet cheapest, as it will outwear two ordinary flexible spouts. Made of metal almost equal to saw blade.

Note swivel joint at S.



### Improved Distributing Spouts

will absolutely prevent the mixing of grain. The best of material and workmanship have given them a world-wide reputation.

Don't accept those "almost as good."  
For satisfaction, get the genuine, made by

**J. J. GERBER**  
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## Grain Dealers Journal,

315 So. La Salle St.  
CHICAGO, ILL.

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**GRAIN DEALERS JOURNAL,** La Salle St., CHICAGO, ILL.



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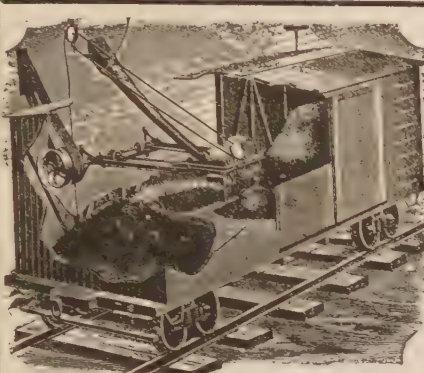
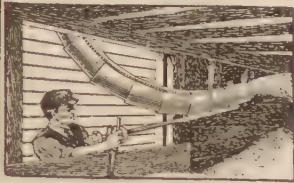
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Saves dockage, time, labor, health and money. Hundreds now in use in 20 states.

Lowest prices on Flexible Spouting, Car Liners, Grain Sieves, and Brown-Duval Moisture Testers, Electric Motors for Power and Light, Belting Cups and all supplies.

Write for our prices.

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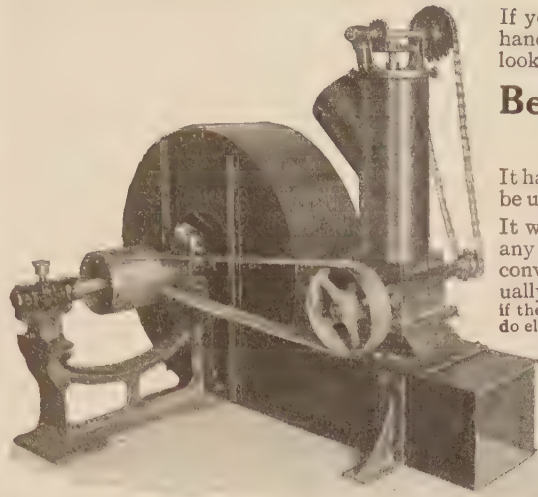
## 9,000 BUSHELS PER HOUR

is the guaranteed capacity of our largest size car loader. This size for large elevators. They are made in smaller sizes for smaller elevators. They are called

### The Champion Car Loader

Grain passing through the rotating device is brightened. They remove dust. For further particulars and prices write

E. BAUDER, STERLING, ILL.



If you want the best machine for handling grain in any condition, look over the

## Bernert Pneumatic Conveyor

It has a positive force feed that can be used anywhere ahead of the fan.

It will not crack or bruise grain, in any condition, dry or wet. It will convey and load cars just as effectively several hundred feet away as if the distance were only ten feet. It will do elevating, and transfer around angles.

It will trim the largest boat to the fullest capacity quickly and effectively. It will deliver the material where desired. For more information write for catalog No. 5 to

## Bernert Mfg. Co.

759 33rd St., Milwaukee, Wis.

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The side-hopper arrangement feeds the grain

into the loader AHEAD of the fans therefore removing any necessity for the grain to pass under or through the paddles. Thirty days trial. It will pay for itself many times. Get our handsome catalogue today. It shows this new car loader—also full information on the original Boss Loader. Capacities from 900 to 3600 Bushels an hour.



Maroa Manufacturing Co.,

Dept. G,

Maroa, Illinois

Largest Manufacturers of Grain Car Loaders in the World.

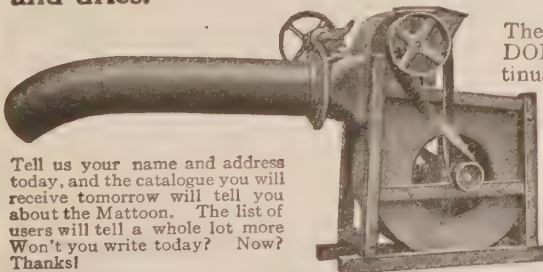
## Grain Dealers' Scale Tickets—Book No. 51

This scale book contains 100 pages 8x11 inches. Each page contains 5 scale tickets and 5 stubs, giving the book a capacity of 500 loads of grain. Each scale ticket is ruled for Number, Date, Load of, From, To, Gross, Tare and Net pounds, Net bushels and pounds, Dollars and Cents, Due to or order and Weigher. While the stub is ruled for Hauler, Load of, Number, From, To, Weighed, Date, Gross, Tare and Net pounds, Net..... bushels..... pounds, Price, Dollars and Fees. It is printed on manila paper bound in heavy board covers and pages are perforated so that tickets can be removed from book quickly and without tearing them. Book No. 51, Price 75 Cents. Address GRAIN DEALERS JOURNAL, La Salle Street, CHICAGO, ILL.

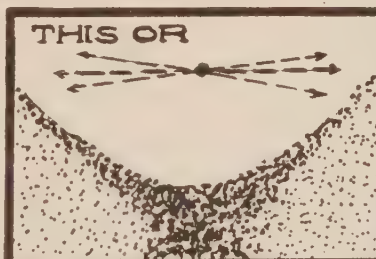
## A Mattoon Car Loader

not only fills the largest car to full capacity, but actually betters the quality of your grain.

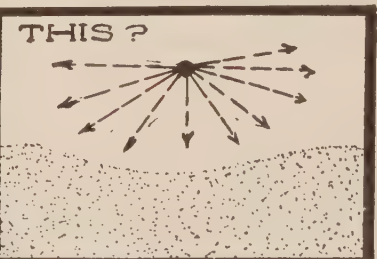
This combined grain cleaner and pneumatic car loader cleans, cools and dries.



Tell us your name and address today, and the catalogue you will receive tomorrow will tell you about the Mattoon. The list of users will tell a whole lot more. Won't you write today? Now? Thanks!



Showing the loading of dirt in center of cars loaded with gravity spouts, or common automatic loaders.



Showing even distribution of grain by the Mattoon Pneumatic Car Loader and Grain Cleaner. No dirt.

The grain is blown out, not forced out by revolving fans, hence the Mattoon DOES NOT MILL OR CRACK THE GRAIN. The loading spout is continually traveling from left to right in semi-circles, thus causing an even distribution of the grain, chaff and lighter grains. A Mattoon prevents the depositing of dirt, chaff small pieces of grain in the center of the car, as is common with gravity and other automatic loading spouts, and causing hot and off-grade grain.

The Mattoon is perfect in principle, practical in design, automatic in action, durable in construction, simple and easy in operation, and requires no attention after starting.

MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.

If What You Want you see advertised, tell the advertiser. If Not--Tell the Journal



## The Automatic Dump Controller

Grain Dealers Everywhere Are Using IT.



It's a Wonder.  
It's small but strong.  
It's out of the road and needs no attention.  
It's minus of levers and triggers.  
It has no friction or springs.  
It's simple and easily attached.  
It's durable and efficient.  
It's self-lubricating.  
It's perfectly automatic.

The hundreds that are in use show they please others, and they will please YOU. We will ship you one on FREE TRIAL.

**L. J. McMILLIN**

Board of Trade Bldg., Indianapolis, Ind.

In shipping this High Priced Grain, extra care should be taken in cooping the cars.

The quickest and best method of cooping is provided in **Kennedy Car Liners**.

A majority of the largest shippers use them.

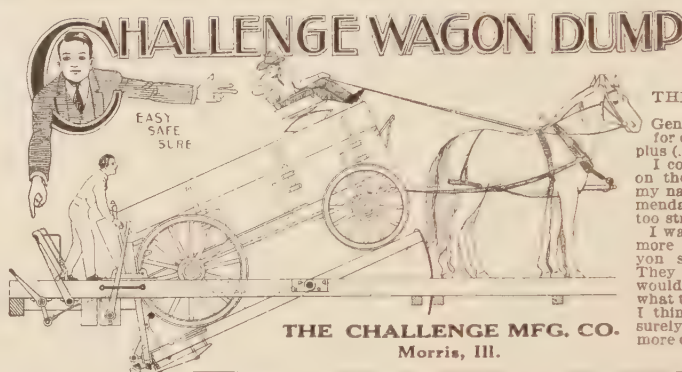
Made only by

**The Kennedy Car Liner & Bag Company**  
Shelbyville, Indiana

Tell us what you need for your Grain Elevator and we'll tell you where to get it.

**Grain Dealers Journal**

315 So. La Salle St., Chicago



**T. J. HEALD,**  
Hard & Soft Coal, Smithing  
Buyer and Shipper of  
all kinds of Grain.  
Aledo, Ill. Sept. 10, 1914.  
**THE CHALLENGE MFG. CO.**  
Morris, Ill.

Gentlemen: Enclosed find check for one CHALLENGE DUMP plus (.10) for exchange.

I consider this Dump the best on the market and you may use my name in your list of recommendations. You cannot make it too strong.

I want you to know that I was more than pleased with the men you sent to install my dump. They put in all the time anyone would want and did nothing but what they thought was right, and I think your 20 year guarantee surely will be good. Yours for more dumps—**T. J. HEALD,**  
Aledo, Ill.

## BOWSHER FEED MILLS

**GROW HEALTHY STOCK**

Crush ear corn (with or without shucks) and grind all kinds of small grain.

Handy to operate—**lightest running.** 10 sizes: 2 to 25 h. p., capacity 6 to 200 bushels. Conical shape Grinders. Different from all others.

**Write for Catalog** and folder about the value of different feeds and manures.

**The N. P. BOWSHER CO.**  
South Bend, Ind.



## Grain Dust is a Fire Hazard

Wherever it settles.

### It's a Dangerous Explosive

Exposed to ignition by spark and spontaneous combustion, a constant menace to life and property.

The only **SANE, SAFE** thing to do is recover the dust with an all-metal fireproof



### "Knickerbocker Cyclone"

Write for Catalog.

**The Knickerbocker Co., Jackson, Mich.**

**No Freezing  
No Bursting**

## THE Automatic Drain Circulating Pump

Action of Pump depends upon the starting and stopping of Engine. Write for particulars.

**G. G. Forester Mfg. Co.**  
MOLINE, ILLINOIS

The paper the Grain Dealer supports, because it supports the Grain Dealer—

- **GRAIN DEALERS JOURNAL**

## Sales, Shipments and Returns

A book invaluable to the country grain shipper for keeping a detailed record of his sales, shipments and returns. It's use will save much time and book work. The pages are used double. The left-hand pages are ruled for recording **SALES and SHIPMENTS**; the right-hand pages for **RETURNS**. **SALES** column headings are Date, Amount Sold, Price, Grain, Terms. **SHIPMENTS** headings are Date, Car Number and Initial, Our Weights, In Bushels, Grade, Route, Rate. **RETURNS** headings are Destination, Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks. Each of its 152 pages of heavy linen ledger, is 10 1/2 x 16 1/2 inches, contains lines so that records of over 2,200 cars can be entered. Bound in heavy canvas. Order Form 14A. Price \$2.00.

**GRAIN DEALERS JOURNAL,**

**La Salle St., CHICAGO, ILL.**

## 2 Journals \$2 00

Send us Chicago or New York exchange for \$2, and we will send you the weekly

**HAY TRADE JOURNAL** of Canajoharie, N. Y.  
and the semi-monthly

**GRAIN DEALERS JOURNAL** of Chicago,

both for one year. Try the combination to-day. Address,

**Grain Dealers Journal,** **LA SALLE STREET, Chicago, Ill.**



## GRAIN ELEVATOR BUILDERS

### IF YOU WANT THE BEST

let Moore have your Contract. Plans made to suit your needs or location

W. S. MOORE

FRANKFORT

INDIANA

**C. H. Birchard**  
CONTRACTOR  
**Grain Elevators.**

Especially Designed for Economy of Operation and Maintenance  
LINCOLN, NEB.

**A. F. ROBERTS**  
**ERECTS** ELEVATORS  
CORN MILLS  
WAREHOUSES  
**FURNISHES** PLANS  
ESTIMATES  
MACHINERY

SABETHA,

KANSAS

Some build more—  
None build better

**GRAIN ELEVATORS**  
than Cramer

Satisfaction Guaranteed

W. H. CRAMER, No. Platte, Neb.

**MACDONALD ENGINEERING CO.**

DESIGNERS AND BUILDERS OF  
**GRAIN ELEVATORS**

MONADNOCK BLDG., CHICAGO, ILL.

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Designing and Constructing Engineers  
**GRAIN ELEVATORS**  
Railroad and Harbor Structures  
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**R. M. Van Ness Construction Company**

404-406 State Bank Bldg., Omaha, Neb.  
Designers and Builders of

**MODERN GRAIN ELEVATORS**

Plans Submitted Correspondence Solicited  
Branch Offices at  
LINCOLN, NEBR., and FAIRBURY, NEBR.

**R U**

going to build or remodel? If so, write

**D. F. HOAG & CO.**

Contractors and Builders of  
**GRAIN ELEVATORS AND WAREHOUSES**

206 Corn Exchange, Minneapolis, Minn.

**HICKOK CONSTRUCTION CO.**

ENGINEERS and CONTRACTORS

for **ELEVATORS**  
**FIREPROOF STORAGE**

Minneapolis - - - Minn.

**J. A. HORN,** FRANKFORT, IND.

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Contractor, Designer and Builder of  
**Grain Elevators, Mills & Warehouses**  
Wood, Concrete or Steel

**Decatur Construction Co.**

Incorporated

Designers and Builders of **GRAIN ELEVATORS**  
**COAL HANDLING PLANTS, WAREHOUSES, ETC.**

Correspondence Solicited

510-512 Wait Bldg. DECATUR, ILL.

**V. M. ZWEBER**

Designer and Builder of Up-to-Date  
**GRAIN ELEVATORS**

Let me submit plans and estimates. It may  
save you money.

Lewistown,

Montana

**B**

When Better  
Elevators are  
built, Burrell  
will build them

Ask those who have them.

Over 500 in use today.

**Burrell Engineering & Construction Company**

1102-8 WEBSTER BLDG., CHICAGO  
(Opp. Board of Trade)

711 Hubbell Bldg., Des Moines, Iowa.  
111 W. North St., Indianapolis, Ind.

**GRAIN ELEVATORS, WARE-  
HOUSES, STORAGE TANKS,  
SEED HOUSES**

Built of

Wood or Fireproof Material

PLANS — SPECIFICATIONS — ESTIMATES

Give me a chance to figure with you  
before making contract.

**T. E. IBBERSON**

Minneapolis

::

Minnesota

## Indiana Elevators

built especially to meet the needs of Indiana grain merchants have been my special study for twenty-five years. Satisfied customers everywhere will gladly testify to the merits of elevators designed and built by me.

If you wish a wood house that will delight you and your customers under the most exacting conditions write me your needs and I will submit plans and suggestions.

**L. J. McMillin**

523 Board of Trade Bldg.

INDIANAPOLIS, IND.


THE

**STEPHENS**  
Engineering Company

Designers and Builders

**GRAIN ELEVATORS**

Monadnock Bldg., Chicago



**NEWELL CONSTRUCTION CO.**  
CONTRACTORS, DESIGNERS  
AND BUILDERS

ALSO JOBBERS OF  
**ELEVATOR AND  
MILL SUPPLIES**

490-492  
GRANBY BLDG.  
CEDAR RAPIDS  
IOWA

### Want an Elevator?

Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.

Figure the amount of advertising carried—Can you doubt our ability to **Produce Results**



## GRAIN ELEVATOR BUILDERS



Morris, Ill.

### Grain Elevator Builders

**Wood or Fireproof Construction**

Remodeling, Repair Work and Painting Elevators a Specialty.

*Write for Plans and Prices.*

**Younglove Construction Co.**  
412 United Bank Bldg. Sioux City, Iowa

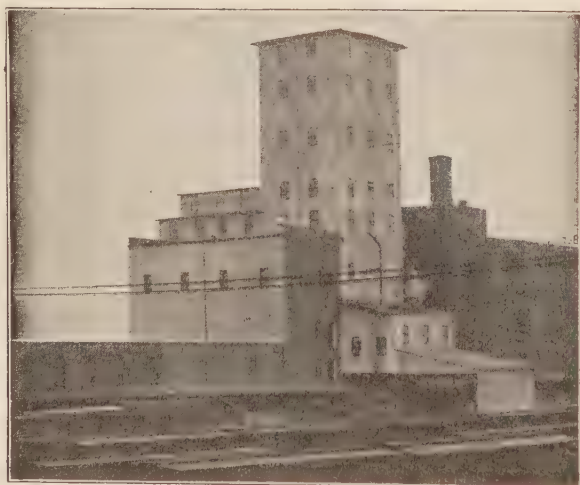
### WAGON LOADS RECEIVED

A book for the use of country grain buyers in keeping a record of grain received from farmers.

Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

The book is 9½x12 inches, 160 pages, 20 lines to each page, giving room for recording 3,200 loads, printed on Linen Ledger Paper and is well bound in strong board covers with leather back and corners. Order Form 380. Price, 1.50

**GRAIN DEALERS JOURNAL**  
315 S. La Salle Street, CHICAGO, ILL.



Reinforced Concrete Grain Elevator, Feed Mill and Warehouse, built in 1910 for Buffalo Cereal Co., at Buffalo, N. Y.

Fireproof Construction Elevators, Mills and Warehouses. We prepare plans and make lump-sum price for the complete work.

**MONARCH ENGINEERING CO.**

Chamber of Commerce,

Buffalo, N. Y.

### A Reliable Elevator

*One you can absolutely depend upon to do the work it is designed to do, is the only kind a busy grain dealer can afford to build.*

*Whenever you enter a Reliance elevator you find a contented grain merchant who has time to treat his customers courteously. He is not worried into a fever by poorly working machinery or forced to employ extra help by reason of poor arrangement.*



*Invariably the owner of a Reliance elevator is proud of his possession. Observe his satisfaction as he explains the economy of*

*power and labor necessary to operate it. The advantages and conveniences of a Reliance elevator are so apparent that no grain dealer who contemplates overhauling an old elevator or building a new one can afford to accept any plan before he has inspected modern elevators built according to the Reliance idea.*

*Tell us what you need and we will tell you what we can do to help you.*

**Reliance Construction Co.**

Board of Trade

INDIANAPOLIS, IND.



## GRAIN ELEVATOR BUILDERS

### FREE

To interested parties in the Southwestern Territory, our booklet giving the complete costs of Thirty-eight Country Elevators.

Mailed to other parties on receipt of 50c.

BUILDERS OF GOOD ELEVATORS

Owners of THE PELKEY CONSTRUCTION COMPANY

Wichita, Kans.



### SET OF BOOKS for Grain Dealers

Form 380 Record of Wagon Loads Bought } PRICE, \$3.00  
Form 385 Record of Car Loads Shipped }  
GRAIN DEALERS JOURNAL, 315 So. La Salle St., Chicago

### LET

the advertiser in on the secret and tell him you saw it in the

Grain Dealers Journal

### Southwestern Engineering Company

Designers and Builders of

### Modern Fireproof Mills and Grain Elevators

Springfield, Missouri

### Shippers' Record Book

is designed to facilitate the book-keeping of grain shippers and to minimize the labor of keeping a complete record of each car shipped. The book is 9 1/2 x 12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2900 carloads.

At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH" and at top of facing page, is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance.

Order Form 20. Price \$1.75

### GRAIN DEALERS JOURNAL

La Salle Street

CHICAGO, ILL.



### THE GIRARD POINT ELEVATOR PHILADELPHIA, PA.

CAPACITY — 1,110,000 BUSHELS  
The Most Rapid Handling Grain Elevator in World. BUILT BY

### JAMES STEWART & CO.

GRAIN ELEVATORS  
BUILT IN ALL PARTS OF THE WORLD

GRAIN ELEVATOR DEPT., 15th Floor Westminster Bldg., CHICAGO  
W. R. SINKS, Manager R. H. FOLWELL, Engineer



This Fire Proof Seed Warehouse and Grain Storage constructed of Reinforced Concrete frame with brick enclosing walls just completed for the Courteen Seed Company, Milwaukee, Wisconsin.

### Barnett & Record Company

Minneapolis, Minnesota

Fort William, Ontario

Duluth, Minnesota

Write us for Designs and Estimates



# Rexall

DOUBLE STITCHED BELTING

## Why Continue

To use rubber belting which deteriorates from the moment of leaving the factory, causing ply separation?

REXALL belting is scientifically constructed so that the plies cannot separate, and we employ nothing of the nature of rubber to deteriorate.

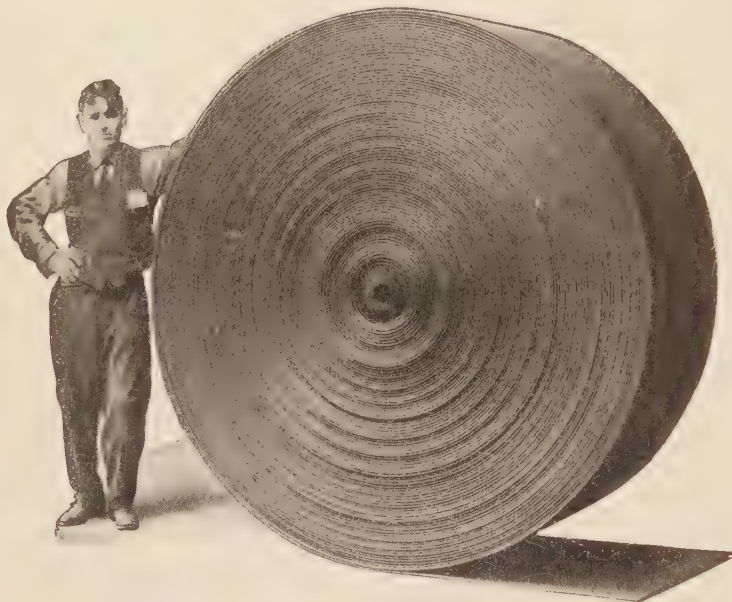
There are several other reasons why the largest terminal houses in the country have adopted REXALL.

Ask us for full information.

Carried in Stock in 1000' rolls  
1" to 42" wide.

### Imperial Belting Co.

GENERAL OFFICES and FACTORY  
Lincoln and Kinzie Sts., Chicago



## There is a difference

between simply a belt, and a belt plus a big reputation.



Our elevator belting, in the end, gives the greatest returns on the investment. Used and approved by some of the largest elevators in the country. Estimates for equipments cheerfully furnished.

### New York Belting & Packing Co.

91-93 Chambers Street, NEW YORK

180 West Lake Street  
CHICAGO, ILL.

2nd Avenue, N., and 3rd Street  
MINNEAPOLIS, MINN.

Pacific Coast View.



Going Up.  
—From the Portland Oregonian.



## UNIVERSAL GRAIN CODE

Most Complete  
Telegraph Code  
Published  
For Grain  
Men



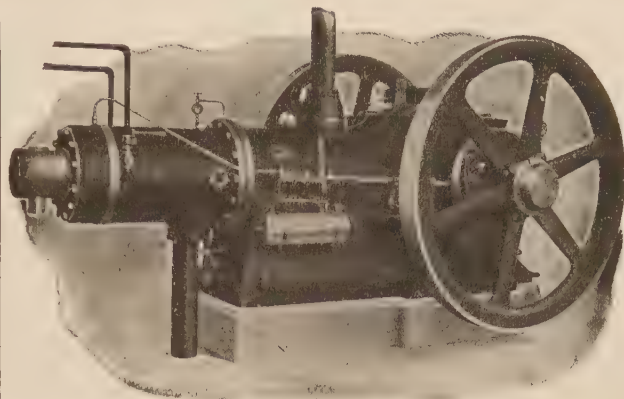
This, the most complete and up-to-date code published for the grain and milling trades, will save you money.

It will do more. It will prevent costly errors, keep your business messages secret and save you time in the selection and translation of your messages.

The 13,745 terms and phrases in this little book were compiled only after a long and thoro study of present day methods and practices, and no two code words are near enough alike to give rise to confusion in their translation. All are conveniently arranged for quick reference. The layout is so simple it could not be improved upon. Every dealer praises it. It is printed on bond paper and bound in black flexible leather at \$3.00 the copy.

What are you going to do, keep on paying out good money that would otherwise be charged to your profit account? Get busy NOW and stop those leaks by ordering a copy of Universal Grain Code.

GRAIN DEALERS JOURNAL  
315 So. La Salle St. Chicago, Ill.



Type "C" Special Heavy Duty.

## SPECIAL HEAVY DUTY MUNCIE OIL ENGINES

have water cooled journals, self starters, mechanical oiler. In simplicity and symmetrical outlines they have no equal. Carburetors, electric ignitors and valve gears left out. Starts and operates on crude or fuel oil. As steady as steam and dependable as the Sun.

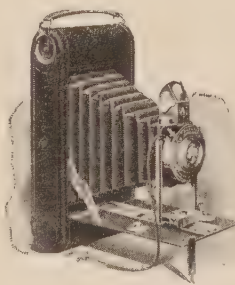
You are paying for a MUNCIE every time you purchase fuel, so why not have one? 10 to 200 H. P.

Write for catalog; it tells all about them.

**MUNCIE OIL ENGINE CO.**

54 Ohio Street

MUNCIE, IND., U. S. A.



## THE SENECA ROLL FILM CAMERA

pictured here is noted for its compactness, simplicity and refinement in detail. The Camera is made of aluminum and covered with genuine leather, being capable of a wide range of work; made in four sizes and is offered with several different style lenses and shutters.

Send for latest edition catalogue.

**SENECA CAMERA MFG. COMPANY**  
ROCHESTER, N. Y.

## Grain Receiving Register

This book is designed to facilitate the work of the country grain man in keeping a record of wagon loads of grain received.

At top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount, and Remarks.

Each book has 120 pages, 8½x14 inches, and each page 41 lines, making each book contain spaces for records of 4,920 loads. The book is well printed and ruled on linen ledger paper, and substantially bound in extra heavy canvas covers. **Order Form 12AA. Price \$1.50.**

GRAIN DEALERS JOURNAL, 315 So. La Salle St., Chicago, Ill.



# Wanted and For Sale

The rate for advertisements in this department is 20 cents per type line each insertion

## ELEVATORS FOR SALE.

**KANSAS**—2 elvtrs for sale. Bargain. \$7,000 if taken at once. Write S. T. Box 3, Grain Dealers Journal, Chicago, Ill.

**KANSAS**—25,000-bu. elevator in Marshall County for sale. For information address John McClune, Summerfield, Kan.

**SOUTHERN MINNESOTA** grain elevator for sale. Doing good business. Reason for selling. Address James, Box 1, Grain Dealers Journal, Chicago, Ill.

**SOUTH DAKOTA** elevator and coal sheds for sale. Necessary mch. Good grain section. Lock Box 276, Woonsocket, S. Dak.

**WISCONSIN** elevator for sale. A golden opportunity for one meaning business. 20,000 bu. cap. Situated in good grain territory. For further particulars write E. Hauterbrook, Green Bay, Wis.

**SOUTHEAST KANSAS** elevator and corn mill for sale; 20,000 bu. capacity. Large warehouse; natural gas engine. good County Seat. Bargain for cash or take land for part. Write Ear Box 3, Grain Dealers Journal, Chicago, Ill.

**ILLINOIS**—Grain and Coal business; modern elevator, handles 200,000 bu. grain; sell 1,500 tons coal annually. A good business and a good town to live in. Address S. P., Box 11, Grain Dealers Journal, Chicago, Ill.

**ILLINOIS** elevator for sale; within 100 mi. of Chicago, 75,000 bu. cap., very modern and nearly new. Station handles 1,000,000 bu. annually. One good competitor. Good thrifty town of about 600 pop. Address James M. Maguire, Campus, Ill.

**MONTANA**—The best elevator proposition in the state of Montana for sale. New, 20,000 bu. cribbed house, modern in every way. Feed Mill in connection. Price \$5,500.00. Address Rain, Box 9, Grain Dealers Journal, Chicago, Ill.

**CENTRAL OHIO** elevator for sale or exchange, 17,000-bu. cap., 1½ acres land. Handles coal, cement, feed, posts. No opposition, snap for good man. Price \$4,500. Don't answer unless you mean business. Address Town, Box 6, Grain Dealers Journal, Chicago, Ills.

**CENTRAL INDIANA**—New Modern elevator with good flour, feed and coal trade as well as grain, electric power and lights, fine grain country, good crops, on two railroads, private ground and switch, will sell cheap if taken soon. Address Lee, Box 12, Grain Dealers Journal, Chicago, Ill.

**BLACKWELL, OKLA.**, elevator for sale. 25,000 bu. capacity, equipped with corn sheller and cleaner; wheat cleaner and clipper; 200 bu. hopper scales; three stands of elevators; gas engine. Located in the best farming section of Okla., with 60% of a bumper wheat crop yet in farmer's hands. Will sell at a bargain, as it is located too far from us. Address J. M. Moberly & Sons, Gays, Ill.

**OHIO**—Electric Elevator for Sale in Putnam Co., Ohio; has retail flour feed and coal business that will average better than \$100.00 daily; will ship one to one hundred twenty-five thousand bu. grain yearly; residence goes with elevator property; good town of 2500 people. Will take about \$14,000 to handle the proposition. Do not answer this ad unless you are in a position to talk business. Address H. B., Box 11, Grain Dealers Journal, Chicago, Ill.

## ELEVATORS FOR SALE.

**OKLAHOMA**—20,000 bus. cap. elevator in grain center for sale; also 700 ton hay barn. Address Newcomer, Adair, Okla.

**SOUTHEASTERN NEBRASKA** 175-bbl. steam power mill and elvtr. for sale. Cap., 12,000 bus. L. A. Hanks, Cook, Neb.

**SOUTH DAKOTA** elevator, fuel and feed grinding business for sale or exchange for land. Will sacrifice. Write Lock Draw C., Webster, S. Dak.

**OKLAHOMA**—Elevator for sale. Situated in good grain territory. Bargain. Write or see Forest Lumber Co., 1120 Long Bldg., Kansas City, Mo.

**RIVERSIDE** Elevator and Warehouses, Memphis, Tenn., between the Frisco and I. C. tracks; near business center and all freight depots; capacity 300 cars. Webb & Maury, Memphis, Tenn.

**CHAMPAIGN CO. OHIO**—Country elevator 6M bu. capacity, on Big 4 Ry. Coal business in connection. No competition. Address Kerns, Box 4, Grain Dealers Journal, Chicago, Ill.

**OHIO**—Elevator for sale; modern up-to-date. Best grain and seed territory. 15,000 bu., capacity. Good business. Attractive price for quick sale. Address O. K., Box 10, Grain Dealers Journal, Chicago, Ill.

**ELEVATOR IN CENTRAL INDIANA** with 2 acres of land and residence, for sale. Has metal sides and roof, cribbed bins, sheller and cleaner, feed grinder, motor power. In good grain belt; handle a number of side lines. Easy terms. A bargain if taken soon. Address Indiana, Box 2, Grain Dealers Journal, Chicago, Ill.

**NEBRASKA** elevator for sale or trade. Located in Pawnee County; in good business town of nearly 1000; is the "LEADING" elevator; 2 blks of Public Square; 1 other elvtr. about 1 mile of business part; junction town; 2 saloons; no others for many miles. Pleasant competition. Trade for land, assume or carry back. X. Z. Lock Box 51, Humboldt, Neb.

**NEBRASKA** elevator for sale; 40,000 bu. cap.; stone and cement foundation. 10 H. P. Lauson gasoline engine. Barnhard-Lea's separator, Richardson automatic scale and Howe wagon scale; 3 acres ground. Machy. In first class condition. On main line Union Pacific R. R. Heart of Nebraska's wheat belt. Have other business matters to attend to. Write F. A. Kimbrough, Shelton, Neb., for particulars.

## BUILDING MATERIAL.

**BUYERS ATTENTION**—We are having a mid-summer clearing sale of doors, windows, mantles etc. at less than half our regular prices. Odd lots of No. 1 and No. 2 lumber at decided bargains. Short 2x4" to 2x12" @ \$7.00 per M. ft. Doors in frames ready to set \$1.00 up. Hot water boilers, furnaces and radiators. Come quick and get the snaps. Ruel Lumber & Wrecking Co., 7337 Stony Island Ave., Chicago, Ill.

## SECOND-HAND BAGS AND BURLAP.

**BURLAP BAGS OF EVERY KIND FOR SALE**; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags, Burlap, Cotton Sheet-ing, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

## ELEVATORS WANTED.

**WANTED** to buy or lease several good elvtrs. in Central Kansas or Northern Okla. H. C. Vesper, Deer Creek, Okla.

**WANTED ELEVATOR** in good bean section of Michigan. Will pay cash. Give full particulars, to Tye Box 3, Grain Dealers Journal, Chicago, Ill.

**IMPROVED** 160 acres in Hand Co. So. Dakota for sale or trade for elevator a house and lot or smaller farm; for price and particulars write E. J. Matteson, St. Peter, Minn.

**WANTED** to interest some good line party to locate a grain elevator in a city of 40,000 population. Excellent Railroad facilities. No competition. Territory surrounding it increasing grain acreage this year 200%. Good opening for right party. Address Columbia Chamber of Commerce, Columbia, S. C.

**TO TRADE** a good 160-acre stock farm near Spokane, Wash. Good new buildings, fine spring water near house, about 90 acres cultivated, balance will make good pasture, running water over part, 4½ miles from town. Will trade \$7,400 equity for elevator property or other property of equal value. Address Box 406, Velva, N. D.

**ELEVATOR WANTED**—We will exchange our 20-acre fruit farm located in Oceana Co. the fruit belt of Michigan consisting of 500 peach, 600 cherry and 150 apple trees besides abundance of small fruit such as Strawberry, Raspberry, Blackberry and Grapes. Trees just beginning to bear and only 1½ miles to good fruit market. Want elevator in good corn and oats section handling not less than 60 cars grain annually. Write Theo. Burt & Sons, Melrose, Ohio.

## ELEVATOR BROKERS.

**SELLERS** list your elevators and buyers buy your elevators thru John A. Rice, Frankfort, Ind.—Reliable Broker 10 years.

**IN THE HEART OF THE CORN BELT**—List your elevators with me. Write me your wants. Terms or cash. T. F. Grady, Farmer City, Ill.

**IOWA BROKERAGE CO.**, Des Moines, Ia., has large list of elevators for sale. Prospective buyers in Iowa will be given full particulars, on request. Kansas elevators wanted. Communicate with us.

**ELEVATORS** for sale from \$3,000 to \$25,000. Let me know how much you wish to invest in a plant and I will try and satisfy you. Have a nice line to select from and good, honest propositions that are money makers. Address James M. Maguire, Campus, Ill.

## DYNAMOS—MOTORS

**DYNAMOS AND MOTOR BUYERS** are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamos—Motors" columns of the Grain Dealers Journal, Chicago.

## MOTORS FOR SALE.

75 H.P. General Electric A.C. 3 phase.  
50 H.P. General Electric A.C. 3 phase.  
25 H.P. Westinghouse A.C. 3 phase.  
15 H.P. General Electric A.C. 3 phase.  
10 H.P. General Electric A.C. 3 phase.  
5 H.P. Kimble Electric A.C. 3 phase.  
Send for prices. All motors guaranteed and sent on approval to responsible parties.  
Northwestern Electric Company,  
611-15 W. Adams St., Chicago, Ill.



## SITUATIONS WANTED.

**MANAGER** wants position in elvtr. 6 yrs. experience. Keep books. Write P., Box 2, Grain Dealers Journal, Chicago.

**MANAGER** wants position. 5 yrs. experience. References. Write L. A. Box 3, Grain Dealers Journal, Chicago, Ill.

**SECOND MAN OR MGR.** wants position with grain firm; references. Write Doe, Box 2, Grain Dealers Journal, Chicago, Ill.

**MANAGER WANTS** position with elvtr. or coal yard, 3 years' experience. Address Com., Box 12, Grain Dealers Journal, Chicago, Ill.

**MANAGER** with 12 years' experience who thoroughly understands the business, open for position. Write Baker, Box 3, Grain Dealers Journal, Chicago, Ill.

**GRAIN BUYER**—Wants position; now employed but will change Jan. 1st. References. Desire place in Ia., Minn. or Daks. J. R. Clough, Carlyle, S. Dak.

**POSITION** with terminal elevator company wanted, by man of experience in country and terminal elevators. Age 34. Address H. E. G. Box 3, Grain Dealers Journal, Chicago, Ill.

**WANTED**—Position by young man to take charge of grain elvtr. 2½ years' experience. Best of reference as to character and ability. Will take position anywhere on earth. Write War, Box 3, Grain Dealers Journal, Chicago, Ill.

**MANAGER** wants position of country grain elvtr. 10 yrs. experience in grain & coal business. \$1,000 to \$1,200 per year salary. References. Write A. Box 3, Grain Dealers Journal, Chicago, Ill.

**MANAGER** wants position of Farmers Elevator. Experienced in handling grain. Employed now. Ref. and bond. Want change of location. Write T. C. C., Box 2, Grain Dealers Journal, Chicago, Ill.

**MANAGER** wants position in Central or Northern Ia. grain elvtr. and lumber yard. 2 years' experience. Age 50 years. Best of references. American and Bohemian languages. M. Kesl, Elberon, Ia.

**WANT POSITION** as Mgr. of Illinois elevator; 8 yrs. experience handling grain in Ill. Also coal and farm seeds. References & bond. Handle gas or steam engine. Keeps books. Write G. A. J., Box 2, Grain Dealers Journal, Chicago, Ill.

**TRAVELING SOLICITOR** wants position with some good Com. Firm out of Chicago, Milwaukee, Kansas City or St. Louis. 3 yrs. experience. Good references. Have worked in Iowa, S. Dak. and Minn. Address Help, Box 1, Grain Dealers Journal, Chicago, Ill.

**TO GAS ENGINE MANUFACTURERS.** A gentleman needing no introduction to the gas engine world will be open for a position as sales manager or salesman after January 15th. If you want to build up your sales this is your opportunity. Address Box 26, Lakemont, N. Y.

**WANTED** position as Manager of Farmers Elvtr. Co. have had 12 years of practical experience in buying and selling grain; have sold lumber for 4 years in connection with grain. Can furnish best of references. Can talk German. Married. Write Fish Box 3 Grain Dealers Journal, Chicago, Ill.

**ARE YOU** looking for a position in any branch of the grain business? If you are send us your name, address, nationality, languages spoken, experiences, salary expected, references, in fact any information that will help an employer to form an idea of your ability to serve him. We will keep this information on file and from time to time place you in touch with elevator owners who seek competent help. This service will be absolutely free, placing you under no obligation whatever. Write today and get in line for a good position. Address—The Want Ad Man, Grain Dealers Journal, Chicago, Ill.

## SITUATIONS WANTED.

**POSITION** wanted with good grain firm. Life time experience in buying and shipping grain, hay and seed; also in coal, flour & feed. Good judge of all. Expert bookkeeper; understands operating house; will not consider Farmers Co. Married, 32 yrs. old. Sober. Best of references. Write Hustler Box 3, Grain Dealers Journal, Chicago, Ill.

**SUPERINTENDENT** wants position in large or terminal elevator; 40 years old; 20 yrs. in an elevator; handle steam or gas plant. Good millwright and repair man. Married. Temperate. Understand milling mixtures or any other. References. Will take anything if wages are right. Write J. G. F. Box 3, Grain Dealers Journal, Chicago, Ill.

## HELP WANTED.

**MANAGER** wanted for Farmers elevator. Must be good judge of grain and a good seller, be able to keep books and handle gas engine and elevator. Steady and long job for right man. Write Brenham Merc. Co., Haviland, Kan. Route 2.

## AGENTS WANTED.

**AGENTS WANTED**—Sanozone Chemical Co. Board of Trade Bldg., Kansas City, Mo.

## ADDRESS WANTED.

**WANT** address of H. D. LeFevre, formerly of Nebraska City, Neb. Write W. Box 3, Grain Dealers Journal, Chicago, Ill.

**WANTED** to know the present address of Thos. Laughlin, formerly of Humphrey, Okla. Address Jones Box 3, Grain Dealers Journal, Chicago, Ill.

## PARTNERS WANTED.

**PARTNER** wanted in old established grain business. Excellent point in S. W. Minn. Good business but partner must move in and take personal charge of the business on salary basis; must have not less than \$2,500 cash to put in to ½ or ¼ of the business, as he may prefer. An excellent opening for a good, experienced grain buyer. Address Box 178, Worthington, Minn.

## ENGINES FOR SALE.

**FOR SALE CHEAP**—Three Fairbanks Morse engines; 1 20 H.P. \$315, one 25 H.P. \$365, and one 32 H.P. at \$415. Other sizes and styles also. Badger Motor Co., Milwaukee, Wis.

## GASOLINE ENGINES FOR SALE.

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12 H. P. Fairbanks-Morse.  
6 H. P. Fairbanks-Morse.  
4 H. P. Fairbanks-Morse.  
Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

## SCALES FOR SALE.

**FOR SALE**—1 Avery Automatic scale. Cap. 1000 bu. an hour. Used 2 yrs. 1 Sandwich cylinder sheller No. 5, used 3 yrs. good condition. Write Rohlk & Goettsch, Donahue, Iowa.

## INFORMATION BURO.

**READERS DESIRING** to learn by whom, or where any grain handling machine or device is made, can generally obtain it promptly by addressing Information Buro, Grain Dealers Journal, Chicago, Ill.

## IRON STAIRWAY WANTED.

**WANTED** second hand circular or straight iron stairway. Address Iron, Box 3, Grain Dealers Journal, Chicago, Ill.

## MACHINES FOR SALE.

1—No. 1, buckwheat shucker with new rolls and gears run one season. Also a 42 in. French burr complete. Leeper Roller Mills, Leeper, Pa.

**FEED MILL MCHY** for sale cheap. Has ground less than 1,000 bu. Includes 22 H.P. engine, ball bearing attrition mill, sheller, crusher, pulleys, shafting, etc. E. M. Putnam, Columbus, Pa.

**FOR SALE**—No. 174 Eureka Separator. Splendid condition. Cap. 30 to 100 bu. per hr., depending on grain. Small floor space low power. Bargain. Address Till Box 3, Grain Dealers Journal, Chicago, Ill.

1—**SCIENTIFIC** Crushing & grinding mill, Style T. No. 1—\$25. 1—Nordyke, Marmon Stone Burr, \$20. No use for the above. Can be seen at Westfield, Ind. Price is cash f. o. b. cars. Goodrich Const. Co., Winchester, Ind.

20 H.P., 2 cylinder stationary, vertical gasoline engine, \$215.00. 3 phase A. C. motor, 5 H.P. Westinghouse, \$49. 15 H.P. Fairbanks-Morse, \$110.00. Complete; guaranteed; also other motor bargains. Queen City Electric Co., 1716 W. Adams St., Chicago, Ill.

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## SEEDS WANTED.

**LEWIS & CHAMBERS**, Louisville, Ky., are buyers in season of Clover, Timothy, etc.

**WANTED** Mammoth Clover Seed true to name. Mail samples. Quote lowest prices to Walter G. Trumpler, Tiffin, O.

**FIELD SEEDS** wanted. Red, Alsike, Mammoth, Timothy, Alfalfa and Soya. Send samples and prices to O. M. Scott & Son, 4 Main St., Marysville, Ohio.

**WE ARE** in need of New Crop Red and Mammoth Clover, Alsike, Alfalfa, Timothy, Orchard Grass, Blue Grass and Red Top. Peninsula Produce Exchange of Md., Pocomoke City, Md.

**CLOVER SEEDS** and clover tailings wanted. We make a specialty of Buckhorn lots. Mail fair average sample with lowest price. Address C. C. Norton's Sons, Greenfield, Ohio.

**WE WANT** to buy for seed purposes, Buckwheat, Japanese Millet, Spring Barley (beardless and bearded), Spring Rye, Spring Wheat, Speltz, Sorghum, Feterita, Field Peas, Seed Oats. Send samples. Quote prices. A. H. Hoffman, Landisville, Pa.

**CANE SEED**—Want all kinds freely throughout balance season, also Millet and other Seeds. Write today.

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Est. 1877.

Seedsman, Sherman, Texas.  
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Mail Samples. Ask for Prices.

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Milwaukee, Wis.

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**WANTED**—100 cars good dry Oats Straw and Packing Hay. Address C. T. HAMILTON, NEW CASTLE, PA.

**WANTED** heavy, bright Montana oats and Barley. Lewis Grain Co. Chamber of Commerce, Buffalo, N. Y.

## HAY AND GRAIN WANTED

Wheat, Corn, Oats, Hay, Straw, Milling Puckwheat, Bran, Middlings, Red Dog, Potatoes. C. T. HAMILTON, New Castle, Pa.

## FEEDSTUFFS.

**FEED COST LOWERED.** Use Owl Brand Cotton Seed Meal. Animals need protein. Our booklet "Science of Feeding" free. F. W. Brode & Co., Memphis, Tenn.

## HAY FOR SALE.

**FOR SALE** about one hundred cars of Millet Hay. If interested please wire. J. A. Baker, Lockney, Texas.

## BAGS FOR SALE.

**FOR SALE**—4,000 second-hand cotton grain bags holding 2½ bu. wheat. Price 12½c f. o. b. St. Louis. Foell & Co., 123 Market St., St. Louis, Mo.

## SEED CODE WANTED.

**COPIES** American Seed Trade Code wanted. State condition and price. Address W. B. G., Box 2, Grain Dealers Journal, Chicago, Ill.

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**ALFALFA SEED** for sale. Write the Sevier Valley Merc. Co., Salina, Utah.

**GERMAN MILLET** is our specialty. Can supply you with carlots or less. Samples on request. D. H. Clark, Galt, Mo.

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## SEEDS FOR SALE—WANTED

### SEEDS FOR SALE.

**BLACKMAN & GRIFFIN CO., OGDEN, UTAH,** sell Alfalfa and Clover Seeds. Write them.

**ALFALFA SEED** for sale; samples and prices on request. E. G. Raymers, Marquette, Neb.

**FOR SALE**—Medium Red Clover Seed. Write for samples and prices to Clyde Morley, Libertyville, Iowa.

**WRITE** for prices on Timothy and Clover Seeds in car and less car lots. J. B. Leveille, Eyota, Minn.

**RED CLOVER**—300 bu. Choice blue seed. Write for samples and prices. Farmers Elevator Co., Taylor Ridge, Ill.

**FOR SALE**—thoroughbred Blue Grass Seed grown on the best farms in the heart of the Blue Grass region of Kentucky. Write for prices. Elmendorf Coal & Feed Co., Lexington, Ky.

**SUDAN GRASS SEED** will soon be in the hands of the seed dealers. Have you secured your requirements? Write us for them. Also Cane, Maize, Feterita, Kaffir. Graves & McWhorter, Lubbock, Tex.

**IOWA GROWN SEEDS** for sale. Choice clover and timothy in car load lots or less. Buy your seed direct from original cleaner. Prices quoted on request. Address C. E. Atherton & Co., Deep River, Ia.

### SEEDS FOR SALE.

**FOR SALE**—Timothy, Alsike and Med-lum Clover Seed. Write Walter Trumpler, Tiffin, Ohio.

**FOR SALE**—Parties wanting Sudan grass seed communicate with Lubbock Grain & Coal Co., Lubbock, Texas.

**FOR SALE**—Medium Red, Mamouth, and Alsike Clover Seed; Alfalfa and Timothy Seed. J. W. Richards, Ferris, Ill.

**SWEET CLOVER SEED**—White and large biennial yellow. Samples and prices on request. Bokhara Seed Co., Box 93, Falmouth, Ky.

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Buffington & Co., John J., whse. seed merchants.  
Scarlett & Co., Wm. G., whse. seed merchants.

### CHICAGO, ILL.

Dickinson Co., The, Albert, seeds.  
Illinois Seed Co., The, grass and field seeds.

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Small & Co., W. H., seeds, grain and hay.

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Indiana Seed Co., The, Seed Dealers.

### KANSAS CITY, MO.

Kansas City Seed & Gr. Co., grain and seeds.  
Missouri Seed Co., Who. exp. and imp.  
Peppard Seed Co., J. G., grass and fld. seeds.  
Rdy-Patrick Seed Co., Wholesale Seeds.

### LOUISVILLE, KY.

Louisville Seed Co., clover and grasses.  
Ross Seed Co., field seeds, exporters.

### MILWAUKEE, WIS.

Courteen Seed Co., field seeds.  
Teweles & Co., L., grass and field seeds.

### NEW YORK, N. Y.

Nungesser-Dickinson Seed Co., who., exp. & imp.  
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### The Toledo Field Seed Co.

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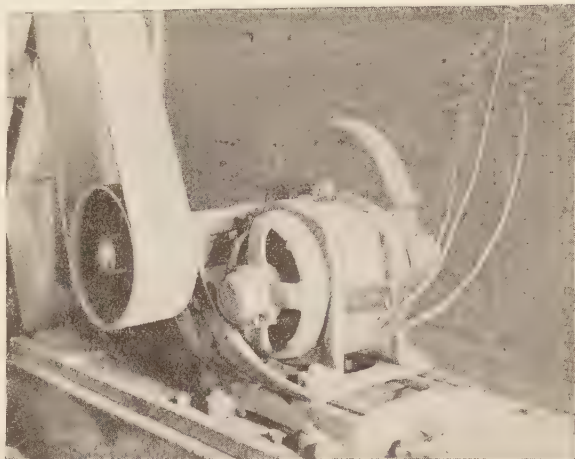
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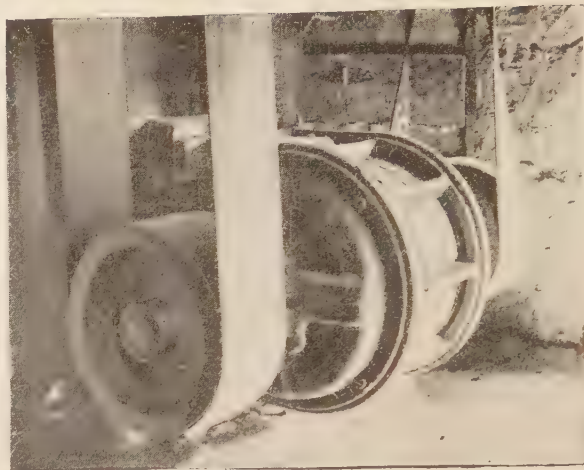
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## GRAIN DEALERS JOURNAL

[Incorporated]

Published on the

10th and 25th of Each Month at

315 S. La Salle Street, Chicago, Ill.

Charles S. Clark, Manager.

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value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

### LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.

CHICAGO, FEBRUARY 10, 1915

THE REPEAL of Missouri's grain weighing law will be greeted with favor by all grain shippers who patronize Missouri's markets. They appreciate that the less the politicians have to do with their business the better off the grain dealer will be.

REINFORCED CONCRETE elevators of small capacity continue to find favor with progressive grain dealers, and many new plants will be constructed of this material the coming season, thus eliminating many of the fire hazards of the old wood plants.

THE GOVERNMENT'S latest investigation of the causes of the advance in the price of wheat is sure to show them what the officials should already know to be the cause—demand. Idle politicians and a longing for some of the people's money is the principal cause of the investigation.

THE POMERENE B/L Bill, which has been passed by the Senate, is still pending in the Lower House of Congress, and the chairman of the committee entrusted with its consideration, has pigeonholed it. Shippers should have not only the protection of this bill, but also the additional protection afforded by the Cummins bill. However, they will not get anything thru this session of Congress, unless they quickly bring sufficient pressure to bear upon the members of the Lower House to force action.

TYPE REGISTERING beams are found on so many scales lately installed in grain elevators, the wonder is the scale manufacturers offer any scales to an elevator man that does not include this protection against errors in reading and recording weights.

AUTOMATIC SPRINKLERS saved the Sunset Elevator at Galveston from destruction last March, and last week they saved the largest elevator of that port from burning, in fact they extinguished the flames in a very few minutes. Needless to say the interior was not buried in dust.

SEED CORN can be tested as to germination without planting in the ground and tying up valuable acres. Many grain dealers have profitably engaged in testing seed for their farmer patrons. The two things necessary are moisture and warmth. Blotting paper and rag dolls (so-called) are being used very extensively in assisting to eliminate seed corn which will not grow.

GEO. S. LOFTIS has spent much time at Bismarck, N. D., recently, and threatened with political death a number of honest, well meaning lawmakers who have hesitated to rush to the support of Mr. Loftis' pet bill, to saddle the expense of building an elevator at St. Paul upon the great state of North Dakota. The cause of the Equity seems to be greatly in need of fresh support. According to fire-eating George, nearly everyone who refuses to agree with and support his schemes is a crook.

FREQUENT CHANGES of elevator managers materially reduces the probability of success at a station. The buyer who remains at the same station for years learns the farmers, the kind of grain they generally bring to market, and learns to know upon whom he can depend to market grain up to sample submitted. There are so many things to be learned in connection with a plant and its trade that no man can attain the maximum efficiency at a station until he has operated the house a couple of years.

THE CARLOAD MINIMUM on oats will be increased, to the detriment of shippers and interior buyers unless all protest vigorously and quickly to the Interstate Commerce Commission. The railroads seem determined to do everything in their power to get enough money to pay dividends on their watered stock. "The public-be-damned" policy has been revived with emphasis, and it is up to the public to look out for itself. The spotting charge, the increase in rates, the increase in classification of hay and many other commodities, are all designed to provide more revenue for the stock jobbing schemes of the railroad promoters. The operating companies as a rule have ample funds to meet their needs.

SUCH A LARGE number of committees and commissions have been delegated to investigate things relevant and irrelevant, that we deem it nearly time that somebody rise and solemnly move that another committee be appointed, with full power and authority to investigate the investigators. Few people ever know, or if they do, do not long remember the ultimate result of any of these so-called investigations, other than that the investigators get their pay from the government and the "common people" pay the bill.

CONGRESSMAN MANAHAN, of the so-called Equity Exchange, St. Paul, has introduced another resolution, calling for the appointment of a committee of Senators and Representatives to investigate the grain exchanges of Chicago, New York and Minneapolis and the grain elevators in the Northwest. The term of this demagogue is soon to end, and the grain trade will be relieved of his persistent efforts to prejudice the general public against its members and its methods. He seeks only to build up the Equity Exchange at the expense of the Minneapolis Chamber of Commerce.

AN IOWA GRAIN dealer with an ambition for side lines has excavated under his elevator, so as to provide space for a vehicle show room, in utter disregard of the increased cost of insurance on his elevator and contents. Every elevator man who has excavated his basement, cemented the floor and provided a large, light, roomy space about his elevator boots, has found it a very profitable investment, because he finds it easier to get about his machinery and to save all grain spilled, with the natural result that his house is free from rats and mice, and he is able to keep it clean and give the machinery the attention it merits. Side lines which are worth having should be housed in separate buildings.

KANSAS railroad employees will all be provided with blinders, or else be required to provide a certificate confirming their blindness, before they can obtain employment by the Kansas railroads if House Bill 649 becomes a law. This bill is designed to require railroad companies to notify consignees in writing of all leaking or defective cars noticed by any of their employees while in transit, and to notify consignees in writing of all repairs made on such cars while in transit. The enactment of such legislation would reform nobody—help nobody or result in any improvement in handling conditions. What is more, it is not necessary, because if the shippers provide reliable weighing facilities and keep an accurate record of all grain placed in each car, they can require the carrier to deliver every pound at destination, or pay for the grain lost in transit. The common law makes the carrier liable for the delivery at destination of all goods received for shipment.



OVERLOADING cars to exceed 110% of their marked capacity is to be used by the railroads as another source of revenue. The C. B. & Q. has issued a tariff, effective Feb. 15th, to the effect that hereafter such cars will be placed on a side-track for transferring the overload at a cost of \$3.00 per car and the expense of such labor as will be necessary to remove and care for the overload. No doubt other roads will quickly follow suit, hence it behooves shippers everywhere to refrain from overloading any car.

THE FOUR MONTHS limitation on the back of S/O Bs/L should prompt grain shippers to file a claim on every shipment, and therein reserve the right to amend the claim when the returns from the grain are received. This would stir up the railroads and prompt them to extend the limitation to a reasonable term. As it is now, they simply use this provision as a technicality to defeat many just claims. Last year a number of roads agreed to extend the limit to six months, but inasmuch as they were not forced to do so, they seem to have forgotten all about it.

LONG DRAWN out law suits are so tedious and expensive, few grain dealers have the requisite nerve to sue the railroad, but C. H. Wayne, whose elevator at Taylor Ridge, Ill., was burned by sparks from a passing locomotive of the Rock Island Ry., is an exception. His elevator was on his own ground, hence he feels free to bring suit for the full value. That he will succeed in collecting for the property destroyed seems certain, as many railroads have settled with elevator men on similar claims, rather than permit their case to come to trial. The only difficulty in many cases is that the plaintiff signed a lease for ground on railroad right of way for an elevator site, and therein relieved the railroad from all liability for damages to his property. In view of the high rentals now being collected from grain dealers for elevator sites, it seems probable that the number of elevators standing on private property will rapidly increase.

VERBAL PURCHASES of grain made before the war broke out were found in so many cases to be worthless that track buyers must necessarily, for the protection of their business life, enter into such contracts with the understanding that only will they be considered contracts when confirmed in writing by both parties. Many of the states have laws which refuse to give legal standing to any verbal contracts for amounts in excess of \$50 and \$200. The prospects for cheap wheat in the Southwest the last week of July were so promising that even track buyers would have considered country shippers who refused to sell ahead at attractive figures as absolutely foolish. The future looked to be certain, and many shippers sold grain greatly in excess of their holdings. The war turned every farmer into a bull, and they held their wheat in utter disregard of the sales made by the elevator man, so many country dealers laid down on their contracts. They did not have the capital to do otherwise. The result is heavy losses and many law suits, most of which could have been avoided, had each contract been put in writing.

PROHIBITION OF speculation in foodstuffs is sought by a bill introduced by Congressman Kelly of Pennsylvania, who takes advantage of the occasion to prove to the public that he knows nothing of the subject. Among other things he says: "The price of wheat, grain and other foodstuffs vary according to the speculation in them." This wise man probably never heard of Mr. Supply or Mr. Demand. If he had, he would no doubt charge each of them with running all of the corners ever dreamed of. The wisdom of some of the law makers that accidentally break into Congress is really wonderful.

CAR BORERS seem to increase as rapidly as the price of wheat advances. The latest report of thieves who have adopted this means of stealing wheat from cars comes from Belleville, Ill., where a car was loaded with wheat out of the Reichert Elevator and tapped before the car was pulled away from the elevator. In this case the thief must have been scared away, because he neglected to stop up the hole and the wheat ran out and disclosed his method of work. It seems evident that shippers everywhere must exercise greater vigilance to guard their property, else the man with an auger will get it.

PRIVATE SEALS are becoming more popular, as shippers learn of their great advantage, and it was but natural that the Indiana Ass'n should adopt a resolution at its recent meeting, recommending that all shippers record on each B/L the number of the seal on each door of car, and insist upon having a report on the seals on each door upon car's arrival at destination. While this affords proof of whether or not the car doors were broken open in transit, it does not prove that grain has not been extracted from car thru other openings. When the condition of cars arriving in terminals is reported upon, shippers will have more protection than ever against thieves and leaks, and the evidence collected at destination should prove of material assistance in collecting many claims which are now contemptuously declined.

THE MAINTENANCE of the resale price according to a standing committee of the Chamber of Commerce of the United States, which has just met in Washington, would be to the best interests of the producer, distributor and the purchasing public. The Chamber of Commerce is a sort of semi-official body that receives considerable recognition at Washington, and its recommendation that legislation permitting the maintenance of resale prices under proper restrictions on identified merchandise is the most advanced step taken by any public body in years. Any departure from the old time principle of "cut-throat competition being the life of trade," has been looked upon by the average citizen as heresy. We had a strenuous President years ago, who maintained that the laws did not contemplate competitors should continuously grab at one another's throats. It is generally acknowledged that no one expects competitors to indulge in continual warfare, but in many lines of business, they persist in doing so, thereby forcing an economic waste on the community without giving it any benefits in return.

WRITTEN ORDERS for cars have become so popular with would-be shippers on poverty stricken lines of railroad, who experience difficulty in supplying the wants of patrons, that some of them are refusing to sign the order in acknowledgment of its receipt, notably the Missouri-Pacific. The manager of the Farmers Grain Co., at Haven, Kans., not to be thwarted in his desire to have evidence of having filed written order for cars, always takes a friend with him when he goes to file a written order with the station agent, and the friend signs his name on the duplicate order, as a witness to its filing with the agent. Some railroads always have found it very difficult to deal fairly with the interests of their regular patrons, and a few perversely take advantage of every opportunity to emphasize that fact upon the patrons, as is evidenced by this short-sighted policy of the M. P. R. R.

BARLEY MIXED OATS at Baltimore has resulted in the chemist of the Agricultural Department stretching the Pure Food & Drugs Act to the breaking point. Dealers in grain cannot be denied the right of contract, and if it is their pleasure to buy oats by private grade or sample, then no one has a right to require more of the seller than is specified in the contract. The officials of the Agricultural Department have long been entirely too punctilious and overly officious in their attempted application of the Pure Food & Drugs Act to the grain trade. It is perfectly agreeable to the trade that the Agricultural Department should establish and maintain standards, but that does not admit its authority to deny individuals the right to enter into private contracts for oats and barley mixed in any proportion they may desire.

### What Is the Matter?

Grain dealers everywhere seem to be complaining of poor business conditions, notwithstanding they have had one of the most active seasons for many years past. Numerous changes in ownership of country elevators proves conclusively that the dealers are not conducting their business properly, else they would realize a sufficient profit to encourage them to remain in it. The wide divergence of opinion as to the cost of handling grain thru the elevator proves conclusively that many of them do not know what they are doing, or can afford to do.

We would appreciate it very much if our readers would give us their views on the subject, and also reply to the following questions:

1. Do you store grain free for farmers?
2. Do you advance money to farmers without charging interest?
3. Do you sell grain your track or consign it to a commission merchant?
4. Do you buy each grain by grade?
5. Do you bid for it by grade?
6. Do you store it by grade?
7. Do you clean or blow grain before loading into car?
8. How much does it cost per bushel to handle a crop thru your elevator?
9. Does your accounting system keep you in touch with the actual results attained in your grain business?
10. How many times a year do you get a cut-off on each grain?
11. How do you determine margin on which you can afford to handle each kind of grain?
12. Do you draw off a monthly trial balance?
13. Estimate in percentages of the total your losses or gains for 1914 on cash grain?
14. On Options?
15. Can grain be handled on 1½c margin and make money?



## War Affecting the Grain Trade

ITALY HAS ABOLISHED all import duties on flour and cereals.

HUNGARIAN GOVERNMENT has seized all grain in the country.

NEW ZEALAND will purchase, with official permission, 1,000,000 bus. of Canadian wheat.

ITALIAN GOVERNMENT has issued a decree prohibiting the export of all foodstuffs except butter, fruit, milk and vegetables.

GERMANY is to receive a large quantity of grain from Roumania, but must furnish its own transportation.

DENMARK has suspended the import duty on grain and has placed a maximum value on wheat of \$1.57 gold.

GOVERNMENT of South Africa has prohibited the exportation of corn and oats, owing to local requirements for that grain.

BREAD IN VIENNA must in future contain no more than 50% of wheat flour or rye meal in accordance with a ministerial decree.

THE GOVERNMENT of the South African Union has prohibited exports of maize and oats owing to the needs of the Union's defense force.

THE IMPORT duty on grain entering Sweden has been officially suspended until May 31, this duty heretofore adding about 27c per bu. to the price of wheat.

FREIGHT RATES on cotton from New Orleans to Europe are higher than the actual value of the cotton, ranging from \$18 to \$30 per bale, with a possibility of advancing.

SWEDISH GOVERNMENT is permitting the free passage thru that country of flaxseed shipments from Russia when con-

signed to a definite destination in the United States.

ITALIAN GOVERNMENT has seized all vessels for the purpose of transporting recent purchases of corn and other cereals. This is expected to relieve somewhat the freight situation in the Argentine.

THE AUSTRIAN GOVERNMENT is contemplating the organization of a monopoly on grain, similar to that started by Germany. Austria is believed to have sufficient supplies to last until August 31 if carefully conserved, but the supply of fodder is said to be short.

THE ITALIAN GOVERNMENT has removed the import duty on grain temporarily, this duty on wheat amounting to 17c per bu. The scarcity of that grain is so great that bread riots are not uncommon in some places. Owing to continued torrential rains the crop outlook is poor.

VERY LITTLE BUSINESS is being done in Vienna, Budapest or Prague, the cause assigned being the fixing of maximum prices of grain. In Vienna a resolution has been adopted by the Council protesting against the fixing of prices but circulation of this resolution was prohibited by order of the official attorney.

MUNICIPALITY AT MILAN, Italy, has obtained enough wheat from American sources to provide for its population. Grain will be ground at municipal mills and the bread baked by co-operative workers. The scarcity at Genoa has also been relieved, 8,504,000 bus. of wheat having arrived.

VESSELS loaded with American foodstuffs en route to Germany will be seized by the British, but their cargoes will be paid for by the English government, as the vessels, including the *Wilhelmina* now bound for Bremen, departed without the

knowledge that food had been made contraband of war.—Ambassador Walter Hines Page.

UPON ARRIVAL at Rotterdam the American relief cargoes are first transferred to canal boats which carry them past military inspection to hundreds of communes and distributing centers in Belgium. Each destitute person in a community becomes subject to special investigation and if the case warrants is given free nontransferable tickets for a definite ration twice daily.

THE GERMAN GOVERNMENT on Feb. 1 ordered the seizure of all stocks of corn, wheat and flour, and 3,000,000 tons of grain were taken over. Business transactions in those commodities were ordered discontinued Jan. 26. The problem of maintaining subsistence until the next harvest is serious and restrictions have been placed governing the baking of bread. Only scraps or spoiled bread may be given to animals; wheat bread must contain 30% of rye and 20% of potato flour, and the Kaiser has even ordered that the bread for headquarters be prepared accordingly. All night baking in hotels has been forbidden, the bakers working only late in the day when the natural desire for bread is diminished. The police have been authorized to inspect bakeries and mills to take samples. Four pounds of bread weekly for each person in the country is the latest edict of the government. While this may seem a very liberal quantity to Americans, the poorer class in Germany are using bread as the main article of diet.

## Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for free publication, the initials, number, place, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

S. T. 124596, or number similar to this, passed thru Miami, Okla., Jan. 30, leaking wheat badly at doorpost. Car was moving southward rapidly.—N. F. Wright, mgr. Miami Flour & Feed Co.

A. T. & S. F. 124953 passed thru Afton, Okla., Jan. 29, leaking wheat at end.—Oliver Hanshaw, agt. Lipscomb Grain & Seed Co.

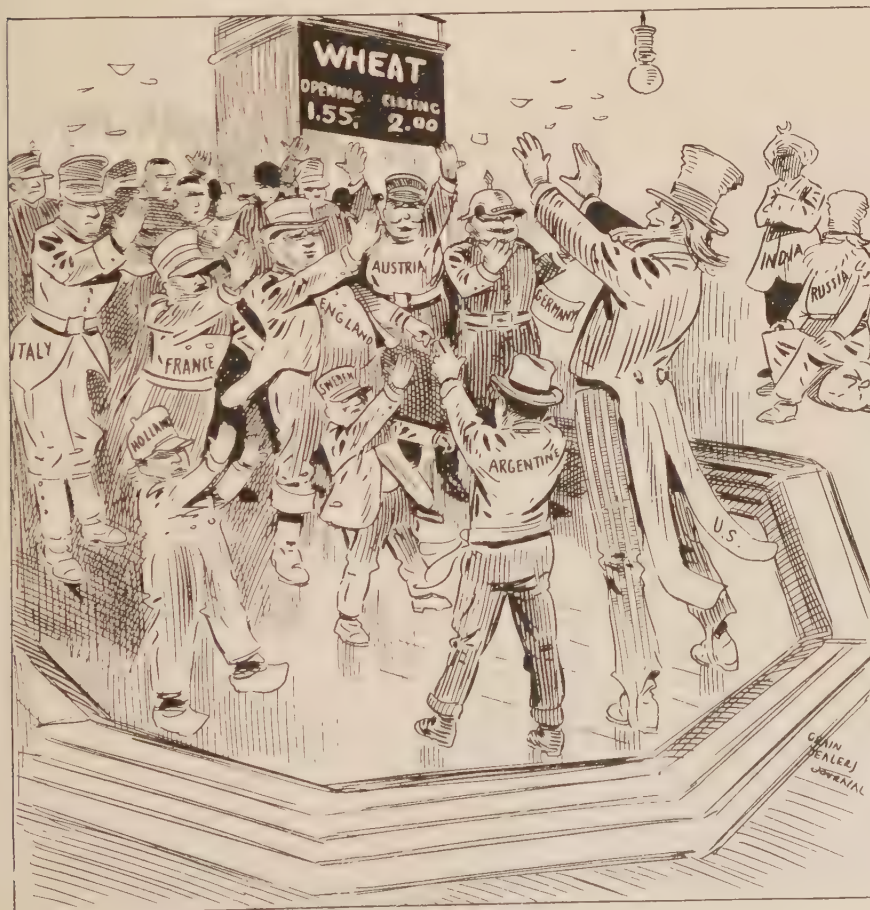
A. T. & S. F. 35227 passed thru Afton, Okla., Jan. 28, loaded with oats with seal broken and door open; snow had blown in car and looked like some oats had been stolen.—Oliver Hanshaw, agt. Lipscomb Grain & Seed Co.

N. P. 32299 passed thru Cleveland, N. D., Jan. 24, leaking wheat badly at both ends over drawbar. Did not have time to repair.—M. N. Pratt, agt. Occident Elvtr. Co.

G. N. 207151 passed thru Preston sta. (Blanchford p. o.), N. D., Jan. 22, leaking wheat at end and corner. Did not have time to repair.—F. E. Cormack, agt. St. Anthony & Dakota Elvtr. Co.

C. & O. 2453 passed thru Dana, Ia., Jan. 18, leaking corn badly along one side and end. Car appeared to have loose siding along bottom. No repair made here and if not repaired will show heavy loss.—G. E. Meredith.

C. N. B. 44122 passed thru Chipman, Alta., Can., Jan. 7, leaking wheat.—N. W. F.



The War in the Wheat Pit.



## Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

### How to Stop Irregular Feed Sales?

*Grain Dealers Journal:* While we are not troubled with scoop shovelers, as there is no shipping out of this station, there is a Milwaukee feed firm that ships a car of bran to a farmer here every year. Have we any way of stopping this?—Price Bros., Rio, Wis.

### Too Many Elevators.

*Grain Dealers Journal:* Farmers Equity Utility Grain Co. built an elevator costing \$12,000 within 3 miles of our station at a point where there was another elevator in a town of only 300 population. At most they can not expect to get over 50 to 60 cars of grain per year, and are going to have a \$4,000 overhead expense. Will some one please explain how the company is going to pull even?—C. A. Beaty, Ossian, Ind.

### Overcharge Shown by Schedule.

*Grain Dealers Journal:* In June I shipped 3 cars of corn to a Milwaukee firm. The C., M. & St. P. Ry. now says there was no thru rate and charges .049 additional, making a total charge of .184, as our rate is .133. Have I grounds for a claim, and if so, must it be filed?—F. G. C.

**Ans.:** The only correct charge for transportation is the schedule rate in force at the time shipment was made as shown by the tariffs. If the schedule rate was .133 and the carrier charged .184, shipper has ground for a claim, for the difference, which should be filed. If the local agent at shipper's station made a mistake in quoting the lower rate the railroad company is not bound thereby, and shipper must pay the higher schedule rate. Ask Interstate Commerce Commission, Washington, D. C., what was legal rate day of shipment.

### Time Limit on Claims?

*Grain Dealers Journal:* I only took charge of this plant about July 1 and there are several claims that we ought to have made that have run over the four months' time. Can we collect claims that have run over that time?

We do not think that is a just law, for we have a car of corn out now over 5 weeks, and we will not have much time on that car, is there anything wrong?—J. W. Miller, Elroy Grain Co., Ansonia, O.

**Ans.:** While this is not a law, it is a part of the uniform B/L and when agreed to by the shipper is binding on him, so that he must file his claim within the 4 months' time limit. This clause in the B/L is unjust and the grain dealers ass'n's are striving to have the time limit extended. Following is decision of court from the Journal of Jan. 10:

**Filing Claim Against Carrier.**—Stipulation in a B/L that the carrier shall not be liable unless written claim for loss, damage, or delay be made within four months after delivery, or, in case of non-delivery, within four months after reasonable time for delivery, is reasonable and binding.—*Forney v. Seaboard Air Line Ry. Co.* Supreme Court of North Carolina. 83 S. E. 488.

### Wants to Burn Cobs.

*Grain Dealers Journal:* I intend to move my corn crib away from the elevator and build a cob burner. As it costs too much to haul the cobs away and as there is no market for them here, I would like information regarding burners.—R. K. B.

**Ans.:** Wm. Reed, sec'y, Mutual Fire Prevention Buro, Oxford, Mich., has plans and blue prints of a cob burner which has been approved by the mill and elevator mutual fire ins. cos., and he will also furnish information regarding installation.

### Can Collection Be Forced?

*Grain Dealers Journal:* I filed two claims for shortages of wheat about 8 months ago, and while the railroad does not dispute these claims it keeps putting off payment. How can I force collection?—A. M. C.

**Ans.:** This subject was discussed at Indianapolis Jan. 27 by the attorney representing the Indiana ass'n, who advised suit instead of many lengthy letters to the claim dep'ts. The delay, he believed, was occasioned by the desire to save interest, which accrued so long as the railroad held the shipper's money. Bring suit in a local justice court after which attach some of the railroad's property for the amount of the judgment.

### Suit for Loss in Transit?

*Grain Dealers Journal:* We understand the Journal published some time ago an account of a suit against the C., H. & D. R. R. for loss of grain in transit in which there was no evidence of leakage.

When did this appear and what were the facts?

We have a claim for loss in transit of grain which moved between two elevators, and is supported by official weights at both point of origin and destination. The record of the carriers is clear, that is, the car arrived under original seals, with no evidence of leakage in transit.—M. F. Doyle, traffic mgr. Cleveland Grain Co., Cleveland, O.

**Ans.:** When weights are so well supported a court will hold that the grain must have been lost in transit and give judgment against the railroad company.

The case against the C., H. & D. R. R. Co. was brot by the Ohio Hay & Grain Co., of Findlay, O., and reported in the Journal page 522, Oct. 10, 1913. There was no evidence of leakage, and plaintiff got judgment in justice court for \$20, the full amount claimed.

### Bank Is Liable for Releasing B/L.

*Grain Dealers Journal:* We recently sold a car of hay to a party in Illinois, the car being shipped from a Colorado point. A Denver bank advanced money on presentation of the B/L and forwarded it direct to a bank in the town where shipment was made. That bank released the B/L either to the buyers or their agent and returned the draft, refusing now to remit to the Denver bank the amount of draft or B/L. This makes it necessary for the Denver bank to sue and we would appreciate court decisions covering the matter.—Colo. Shipper.

**Ans.:** The following decision was published in the Journal Aug. 25, 1914, page 332.

**Collection of Drafts B/L Attached.**—Where a bank, which received and accepted drafts with Bs/L attached, indorsed in blank by the shipper, with the shipper's written instructions that they should be delivered to the S. Company upon payment of the drafts, in violation of the instructions and without authority permitted the Bs/L to be detached from the drafts and attached to different drafts drawn by the S. Company on a third party, thereby placing the apparent legal title to the shipment in the S. Company and enabling and causing its creditors to attach and sell the shipment as its property, it was liable as for conversion.

### Where Obtain Butt Remover?

*Grain Dealers Journal:* We are in the market for a machine to take the tips and butts off seed corn ears before shelling. Where may we obtain such a device?—Condon Bros., Rockford, Ill.

### Hearing on Private Wires

Leases of public telegraph and telephone wires for the exclusive use of private individuals and corporations during business hours were the subject of a hearing before Examiner Silas H. Smith of the Interstate Commerce Commission this week at the La Salle Hotel, Chicago. The investigation and first hearings were begun last July and the final hearing is to be held soon at New York.

Cash grain receivers at Chicago are the complainants, represented by Henry S. Robbins and John Hill, Jr. Also at the hearings are the attorneys of the Western Union, Postal Telegraph and the American Telephone & Telegraph Co., who cross-examine each witness thoroly, and Chester Arthur Legg, attorney for the private wire houses.

It is alleged that the private wire contracts give the use of the wires to brokerage houses at less than the published tariff rates, that persons other than parties to the contracts frequently use the wires free of charge for the transmission of personal messages, that the grant of the private wire privilege to a few deprives the general public and the grain receivers of the use of such wires.

The private wire firms allege that the service given the country grain trade is a great improvement over that formerly given over the public wires and that the information disseminated thru the country over the private wires is an advantage to the grain buyers and farmers.

The hearing conducted by Examiner Smith at Chicago has been most successful in getting exact information before the Commission. Both sides are making a full and satisfactory presentation of the facts.

Edgar E. Risser of Kankakee, Ill., Mr. Noble of Gibson City, Ill., and other country grain dealers testified that the private wire information freely given was of great value to them.

W. W. Sylvester, of Fort Dodge, Ia., traveling representative of Bridge & Leonard, testified that the superior wire service of the private wire houses made it difficult to compete, using the public wires. He gave many instances where messages to the Board of Trade had been delayed. In one case he filed a message for transmission to Chicago before the Board of Trade opened in the morning, and the message was not delivered until after the Board closed in the afternoon, as the wire out of that station was reserved under lease to a Board of Trade private wire house.

G. G. Hannah of Chicago testified that since the intrusion of the speculative private wire houses into the cash grain field there has developed an increasing reluctance on the part of the country trade to give business to the cash grain firms, on account of the prompt returns possible over the private wire systems.

REPRESENTATIVE MANAHAN has introduced a resolution into the House asking for an investigation of pit operations in wheat and cotton and possible combinations of millers and grain elevator operators. If passed, the investigation will be conducted by 10 members of Congress, 5 from each House.



## Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

### Easy to Make Profits on Paper.

*Grain Dealers Journal:* We have noted with interest the many articles appearing in your journal regarding the cost of handling grain and methods suggested of keeping the records of country elevators.

We are enclosing an annual report of an elevator company published in a Nebraska paper, showing a profit and on which showing a 10% dividend was declared. As an operator of a country elevator and with some experience as a bookkeeper, I am at a loss to know how a profit can be shown. Can some accountant of experience enlighten us of the method used?

#### GRAIN HANDLED IN 1914.

Bought .....	214,199 bus.
Sold .....	212,777 bus.
On hand .....	1,422 bus.

#### RESOURCES AND LIABILITIES.

Real estate.....	\$ 6,000.00
Bank balance.....	3,041.37
Corn on hand.....	1,787.67
Oats on hand.....	731.64
Money advanced.....	360.60
Due from com'n houses.....	600.00
R. R. claims.....	400.00
Oversubscribed stock.....	150.00

	\$13,081.28
Balance Jan. 1, 1914.....	\$ 2,164.40
Capital stock.....	6,150.00
Owing for grain.....	3,990.00
Unpaid expenses.....	473.90
Net gain.....	302.98

#### PROFIT AND LOSS.

Gross profits.....	\$ 1,496.78
	\$ 1,496.78
Running expense.....	\$ 1,193.80
Net gain.....	302.98

#### PRESENT WORTH.

Bank balance.....	\$ 3,041.37
Grain on hand.....	2,529.31
Money advanced.....	360.60
Due from com'n houses.....	600.00
R. R. claims.....	400.00

Total .....	\$ 6,937.38
Present balance.....	2,467.39
Present worth.....	6,467.38
Owing for grain.....	\$ 3,990.00
Unpaid expense.....	473.90
Present balance.....	2,467.38

Total .....

Note.—Altho only 1,422 bus. of grain on hand, he has \$2,529.31 worth of corn and oats.

Note that total running expense is \$1,193.80 for handling over 214,000 bus. of grain.

The manager gets \$900 and he has two men besides, one of whom gets \$45 per month. There is nothing allowed for interest on capital to handle this amount of grain, mostly wheat, and at which elevator not less than \$175,000 was paid out for grain and nothing for depreciation or repairs on elevator operated for four years.

Can it be possible that we have been deceiving ourselves as to the cost of handling grain and that we have been making profits and did not know it?—G. J.

### Nebraska Politicians Trying to Levy Upon Grain Receivers.

*Grain Dealers Journal:* The complaint filed against us by the state of Nebraska is for our failure to pay state license and

filing bond, which in the opinion of the State Commissioner we should do. The law under which this action is brought, we feel, was never intended to cover people following our line in the grain business, for the bond requirement is only \$2,000.

It stands to reason that if the state of Nebraska could compel us to put up a bond to protect balances for the shipments of people who voluntarily ship to us, it would have been a much heavier bond, as for instance within the past week we have had balances due the country on shipments occasioned by either light drafts made against the Bs/L or because of the 10 to 15% margins left in the drafts, of approximately \$30,000 to \$40,000. Specializing as we do, it stands to reason some grain concerns doing a general business must have on the same basis balances of \$100,000. How ridiculous it seems to require a bond of \$2,000 to protect this, if it was ever intended that the bond requirement should protect it.

Some of the grain concerns have submitted to this, what appears almost petty graft, for a number of years. We have refused to pay it year after year, and during that time have invited the state of Nebraska to bring action against us, as we desired to see the matter tested. The Commissioner failed to do so until recently. This law, in our judgment, was intended to cover butter and eggs and small commission shipments direct from farmers to commission houses in the larger cities. However, whether it was or not, we do not believe that it was ever intended to cover us, and we are anxious to see the matter tried out. We do not knowingly handle a farmer's shipment; in fact, have gone so far as to instruct them to turn shipments over to someone else where they have come to us unsolicited and without our knowledge.—The Bewsher Co., Omaha, Neb.



L. J. Lamson, Chicago, Ill., Deceased.

### Coming Conventions.

Feb. 9, 10, 11.—Iowa Farmers Grain Dealers Ass'n at Mason City.

Feb. 10, 11, 12.—Kansas Grain Dealers Ass'n at Kansas City, Mo.

Feb. 16, 17, 18.—Illinois Farmers Grain Dealers Ass'n at Bloomington.

Feb. 24, 25, 26.—Farmers Grain Dealers Ass'n of Minnesota at Minneapolis.

Mar. 2-3.—Farmers Grain Dealers Ass'n of Kansas at Wichita.

Mar. 10, 11, 12.—Farmers Grain Dealers Ass'n of N. D., Minot, N. D.

May 11.—Illinois Grain Dealers Ass'n at Champaign.

July 6, 7, 8.—National Hay Ass'n at Niagara Falls, N. Y.

### Lorenzo J. Lamson Dead.

Lorenzo J. Lamson, head of Lamson Bros. & Co., Chicago, died Friday morning, Feb. 5, after an illness of only 3 days. While at business on Monday Mr. Lamson contracted a severe cold and pneumonia developed almost instantly, resulting in his death. Funeral services were held Sunday, Feb. 7, from the family residence with interment at Mount Hope Cemetery.

News of Mr. Lamson's death was a shock to his numerous friends on the Board of Trade, especially the younger men who have long recognized in Mr. Lamson a staunch friend and advisor.

Mr. Lamson was born at Freeland Corners, Ill., a town 60 miles west of Chicago. At the age of 19 he realized that the opportunities for forging ahead were limited in that small community and decided that California presented more advantages. He made the trip by way of the Isthmus and spent over a year in that state, becoming calloused to hard work in various lumber camps and mills.

The purchase and sale of Iowa and Michigan land was the next step of Mr. Lamson's career and a business in which he took great pleasure. In 1873, however, the year of the big panic, and immediately after the Chicago fire, he realized that unusual opportunities would be open to hustlers in Chicago, and the following year made that city his home. He joined the Board of Trade in 1874, being later joined by his brother, S. W. Lamson, in the formation of Lamson Bros.

In 1892 S. S. Date, who had served Mr. Lamson faithfully in various capacities from office boy up, was taken into the firm, the title changing to Lamson Bros. & Co. Numerous other young men, not alone on the Board of Trade, will always cherish memories of Mr. Lamson and the kindly interest shown in them as boys. This trait in Mr. Lamson was recognized by the many welfare workers of the city and he was asked to serve on a variety of boards governing the maintenance of parks, playgrounds, etc., to all of which work he cheerfully gave of his time and money. This greatly increased his circle of friends, adding to the number of those now mourning his demise.

### Argentine Exports

Argentine exports of wheat for the first 6 weeks of 1915 amount to 3,456,000 bus., compared with 35,456,000 bus. for the corresponding period of 1914, and 15,064,000 bus. in 1913.

Exports of corn in the first 6 weeks of 1915 were 19,570,000 bus., compared with 12,018,000 for the same period of 1914 and 14,920,000 bus. in 1913.



## Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CALIFORNIA.

Hanford, Cal., Feb. 5.—Season now starting gives every promise of bumper crops here; will be more than 100,000 acres in small grain in this county; prospects are for 1,500,000 sacks.—F. E. Newton, sec'y Merchants Ass'n of Hanford.

## ILLINOIS.

Monmouth, Ill., Feb. 3.—Crops were poor.  
—E. N.

Mt. Sterling, Ill., Feb. 6.—Wheat perfect so far; good acreage in this county.—Ed. Pendleton.

Adair, Ill., Feb. 2.—Corn made  $\frac{1}{2}$  crop.—  
W. M. Hinman, mgr. Farmers Elevtr. &  
Produce Co.

Belleville, Ill., Jan. 27.—Growing wheat has been looking fair; covered with snow now which is of great benefit.—L.

Roby, Ill., Jan. 19.—Corn crop very short; too much chinch bug last year for wheat and oats.—Alven Yeaman, mgr. Roby Grain Co.

Paris, Ill., Jan. 18.—Snow has left growing wheat which looks fine; however critical period of freezing and thawing is ahead yet so too early to predict.—Rudy & Co.

Bishop, Ill., Jan. 28.—Growing wheat covered with 6 inches of snow; in good condition so far; corn averaging 15 to 25 bus.; grading No. 3.—J. H. Bishop, agt. McFadden & Co.

Galesburg, Ill., Feb. 6.—Winter wheat acreage considerably larger than for 2 or 3 years past; plenty of snow to cover; think it has stood winter well.—E. Larimer, mgr. Farmers Galesburg Elvtr. Co.

## MICHIGAN.

Lansing, Mich., Feb. 6.—No damage to wheat during January according to 2,464 correspondents; 81 report some injury; well covered with snow.—Coleman C. Vaughan, sec'y of state.

## MINNESOTA.

Winthrop, Minn., Feb: 6.—Corn in this vicinity very good this year; great deal of it.—J. C. Kramer, agt. Pacific Elvtr. Co.

Green Valley, Minn., Feb. 2.—Crops very much lighter this year than last; about 25% shorter; corn acreage will be larger this year than heretofore.—M. T. Fred-erick.

## MISSOURI.

Larussell, Mo., Jan. 29.—Wheat in this territory was sown under good conditions; got excellent start for winter, but account not having snow and considerable dry, cold weather, prospect for bumper crop next harvest is not the very best.—E. L. Wormington, former agt. Rea-Patterson Grain Co.

## NEBRASKA.

Odell, Neb., Jan. 29.—Having lots of snow which furnished good protection for wheat.—W. O. Schoenbeck, mgr. Farmers Elytr. Co.

## OKLAHOMA.

Oklahoma, Feb. 1.—Wheat condition 79%; compared with 99% last year.—State Board of Agriculture.

Sallisaw, Okla., Feb. 8.—Wheat has been sown to a considerable extent; first wheat ever planted here except in very small patches; 3,000 acres sown last fall; farmers are organizing to get away from the cotton idea. Oats will be largest crop.—L. C. McNabb, pres. Sallisaw Mill & Elevtr. Co.

SOUTH DAKOTA.

Menno, S. D., Jan. 19.—Corn about  $\frac{1}{2}$  crop in this vicinity; quality good.—J. J. Decker.

## WISCONSIN.

Fairchild, Wis., Feb. 3.—Oat crop a failure.—N. C. Foster.

Strum, Wis., Feb. 5.—Grain crops short last year; oats light; barley badly colored; rye short acreage.—T. M. Olson.

Loyal, Wis., Feb. 1.—Grain in this locality was failure this year.—E. A. Kunde, sec'y-treas. Rohm Bros. & Kunde.

# Chicago Futures

Opening, high, low and closing quotations on wheat, corn and oats for May delivery during January and part of February, are given on the chart herewith.



### Daily Closing Prices.

The closing prices for wheat and corn for May delivery at the following markets for the past two weeks have been as follows:

[illegible]



## Grain Movement

Reports on the movement of grain from farm to country elevator and shipments from interior points are always welcome.

### ILLINOIS.

Monmouth, Ill., Feb. 3.—Not much grain moving here.—E. N.

Aledo, Ill., Feb. 4.—Oats all gone; no corn to be shipped out; shipping it in.—T. J. Heald.

Hillsdale, Ill., Feb. 3.—Heaviest movement of corn we have ever had.—H. H. Palmer.

Bishop, Ill., Jan. 28.—About 25% of 1914 wheat crop in farmers' hands; farmers holding corn for higher prices.—J. H. Bishop, agt. McFadden & Co.

Adair, Ill., Feb. 2.—About 20% corn still to be shipped; about 10% oats and wheat left in farmers' hands.—W. M. Hinman, mgr. Farmers Elvtr. & Produce Co.

Mt. Sterling, Ill., Feb. 6.—Farmers feeling good over prospect of good price for wheat next year; corn and cattle scarce.—Ed. Pendleton.

Harmon, Ill., Feb. 3.—The elvtr. of the Farmers Co-operative Grain & Coal Co. is now in operation, its congested condition having been relieved by extra trains daily.—O.

Belleville, Ill., Jan. 27.—This territory is bare of oats and mixed feeds; thousands of dollars have been paid out in St. Clair, Randolph, Williamson and Franklin counties for these feeds and will continue until the new crop of these commodities.—L.

Galesburg, Ill., Feb. 6.—Movement of oats here very good for this time of year; farmers seem fairly willing to sell at prevailing prices; no corn handled by us as yet; only small amount to handle coming year.—E. Larimer, mgr. Farmers Galesburg Elvtr. Co.

### INDIANA.

Indianapolis, Ind., Jan. 28.—The movement of corn is light and will continue to be so. We do not believe that there will be more than 25% of the usual amount marketed. Corn is being shipped into Kokomo, which is so unusual as to cause surprise. Many stations usually shipping 150,000 bus. will only ship 25,000 bus.—Urmston Harting Grain Co.

### IOWA.

Arthur, Ia., Jan. 30.—Elevators were closed several days last week owing to car shortage; are open now.—C. L.

Phonon, Ia., Feb. 3.—The elvtr. of the Farmers Elvtr. Co. was recently closed temporarily on account of car shortage.

Iowa.—An unusual scarcity of oats in central part of state; very few in country elevators; farmers holding corn for higher prices.—Ed. Hasenwinkle, Graham & Martin Grain Co., St. Louis, Mo.

### MICHIGAN.

Lansing, Mich., Feb. 6.—Total number of bus. of wheat marketed at 73 mills, 86

elvtrs. and to grain dealers during January is 339,339 bus. The estimated total number of bus. marketed in the 6 months August-January is 7,500,000 bus.—Coleman C. Vaughan, sec'y of State.

### MINNESOTA.

Green Valley, Minn., Feb. 2.—About 85% of grain sold now.—M. T. Frederick.

Eden Prairie, Minn., Feb. 3.—Farmers have sold about all the grain.—F. F. Miller.

Winthrop, Minn.—Has been rather quiet for last week; about 2/3 wheat being marketed; those who have some on hand to sell think they will get \$1.75 for it in spring owing to present wild market in grain; have lot of corn out in country to be marketed, but farmers feel same about it; some think by holding another 60 days they will get 80c.—J. C. Kramer, agt. Pacific Elvtr. Co.

### MISSOURI.

Larussell, Mo., Jan. 29.—Wheat about all out of farmers' hands; what little \$1.30 wheat is left is making its way to market as rapidly as possible; no corn marketed in this locality.—E. L. Worthington, former agt. Rea-Patterson Grain Co.

### NEBRASKA.

Odell, Neb., Jan. 29.—Farmers seem to have considerable amount of wheat back; handling practically no corn this winter, as crop was poor, but farmers have enuf to feed them.—W. O. Schoenbeck, mgr. Farmers Elvtr. Co.

### OKLAHOMA.

Oklahoma, Feb. 1.—Farm reserves are 38% corn, 19% wheat and 33% oats.—State Board of Agriculture.

### WISCONSIN.

Strum, Wis., Feb. 5.—Grain not marketed very freely here.—T. M. Olson.

Fairchild, Wis., Feb. 3.—No grain coming to market; corn being fed by farmers.—N. C. Foster.

Loyal, Wis., Feb. 1.—Have been shipping in corn and other grain; shipped out only 3 cars rye; some years have shipped out considerable oats and barley.

## Grain Exports Heavy.

STEAMER CUZCO has cleared at Seattle with 112,000 bus. of wheat, bound for the west coast of South America.

THE STEAMER WABANA, with a cargo of foodstuffs for Belgian war sufferers, left New Orleans early in February.—B.

JANUARY EXPORTS of United States wheat and flour reached the 31,000,000-bu. mark, compared with 9,705,000 bus. in January, 1914.

THE NORWEGIAN SHIP Spring Bank, laden with wheat, has cleared at San Francisco, Cal., for Denmark. The voyage will be made via Panama Canal.

UNITED STATES corn is being exported into western Canada for use as cattle feed. As the grain enters duty free it is proving a cheaper feed than oats.

THE STEAMSHIPS Irishman and Torpea have sailed from Portland, Me., with cargoes of grain for England, the former carrying 192,000 bus., and the Torpea, 221,351 bus.

## Barley Movement in January.

Receipts and shipments of barley at the various markets during January, 1915, compared with January, 1914, were in bus. as follows:

	Receipts		Shipments	
	1915	1914	1915	1914
San Francisco	4,981,260	.....	.....	.....
Minneapolis	2,528,780	2,615,370	2,450,590	2,008,010
Chicago	2,249,000	2,437,000	1,307,000	876,000
Milwaukee	1,664,280	1,689,400	825,004	529,091
New York	998,550	.....	799,719	.....
Baltimore	406,284	1,849	237,606	.....
St. Louis	166,800	225,840	20,230	27,720
Duluth	126,324	119,286	245,438	50,829
Kansas City	82,600	26,600	51,800	2,800
Cincinnati	47,750	85,055	1,209	146
Omaha	32,200	58,800	9,000	6,000
Detroit	2,000	6,000	10,000	.....
Toledo	1,000	4,000	9,200	.....

## Rye Movement in January.

Receipts and shipments of rye at the various markets during January, 1915, compared with January, 1914, were in bus. as follows:

	Receipts		Shipments	
	1915	1914	1915	1914
Baltimore	1,256,389	213,158	1,429,172	141,323
Minneapolis	430,620	282,970	4,889,500	224,520
Chicago	409,000	313,000	450,000	148,000
Milwaukee	329,150	243,100	375,744	291,705
New York	230,000	.....	282,720	.....
Duluth	100,293	15,308	157,861	5,744
Omaha	71,500	16,500	60,000	7,000
Cincinnati	54,250	49,528	5,413	15,002
Detroit	49,000	15,000	36,000	10,000
St. Louis	44,960	25,400	53,730	10,880
Kansas City	30,800	6,600	48,400	4,400
Toledo	11,000	.....	16,600	4,200
Indianapolis	7,000	1,000	1,000	1,000
Wichita	1,000	.....	8,000	.....

## Corn Movement in January.

Receipts and shipments of corn at the various markets during January, 1915, compared with January, 1914, were in bus. as follows:

	Receipts		Shipments	
	1915	1914	1915	1914
Chicago	20,877,000	8,774,000	11,622,000	4,773,000
Omaha	6,859,200	5,142,200	4,889,500	4,985,200
Kans. City	4,393,750	4,716,250	673,750	3,283,750
Milwaukee	3,953,775	1,045,480	2,953,607	952,798
Baltimore	2,993,049	428,800	2,658,811	159,545
Minneapolis	2,706,020	1,412,170	1,564,810	1,299,640
New York	2,673,400	.....	1,358,282	.....
St. Louis	2,392,800	2,705,700	1,350,840	1,152,220
Indianapolis	2,232,000	1,700,000	691,000	556,000
Cincinnati	1,160,488	940,839	628,155	399,825
Detroit	1,032,000	363,000	475,000	200,000
Duluth	1,030,501	267,070	257,800	20
Toledo	774,000	671,800	404,800	396,400
Wichita	477,600	325,200	236,500	165,400
San Francisco	71,100	.....	.....	.....
New Orleans	.....	.....	167,220	130,412

## Oats Movement in January.

Receipts and shipments of oats at the various markets during January, 1915, compared with January, 1914, were in bus. as follows:

	Receipts		Shipments	
	1915	1914	1915	1914
Chicago	11,689,000	8,109,000	10,839,000	8,385,000
Baltimore	3,011,104	277,169	2,748,805	1,170
St. Louis	2,513,700	2,705,700	1,252,440	2,269,830
Milwaukee	2,173,500	1,737,400	2,706,282	1,456,738
New York	1,060,900	.....	799,358	.....
Minneapolis	1,458,410	1,435,390	1,911,640	2,732,300
Omaha	1,116,900	1,135,600	1,991,500	1,839,000
Duluth	704,374	383,890	382,236	76,974
Cincinnati	481,516	436,850	223,952	319,434
Kansas City	600,700	918,000	598,500	1,119,400
Indianapolis	390,000	320,000	191,000	205,000
Detroit	368,000	191,000	49,500	34,000
Toledo	220,800	107,100	253,200	156,700
Wichita	100,000	64,500	65,000	37,800
San Francisco	60,024	.....	.....	.....
New Orleans	.....	.....	43,060	770

## Wheat Movement in January.

Receipts and shipments of wheat at the various markets during January, 1915, compared with January, 1914, were in bus. as follows:

	Receipts		Shipments	
	1915	1914	1915	1914
Minneapolis	9,656,750	8,681,620	3,549,200	2,308,010
New York	7,130,380	.....	6,628,765	.....
Chicago	5,330,000	2,080,000	7,865,000	2,662,000
Baltimore	3,140,427	1,058,398	3,356,729	2,683,370
Kans. City	3,091,500	1,776,600	5,090,250	1,620,000
St. Louis	1,932,229	1,964,730	2,405,280	2,039,730
Duluth	1,187,094	2,170,822	657,225	524,570
Wichita	1,386,000	1,089,200	884,400	652,000
Omaha	1,200,000	1,364,400	1,059,600	1,236,000
Milwaukee	124,025	35,750	335,202	364,783
Toledo	422,000	310,000	658,000	135,700
Detroit	215,000	68,000	193,000	7,000
Cincinnati	217,077	214,170	276,617	127,800
Indianapolis	86,000	60,000	40,000	5,000
San Francisco	31,662	.....	.....	.....
New Orleans	.....	.....	5,923,970	642,975
Galveston	.....	.....	3,039,248	128,960

## The Grain Trade's Activity

	1914-15.	1913-14.
WHEAT CROP, U. S. bus. ....	891,017,000	754,380,000
Wheat receipts, primary markets, July 1 to Feb. 8, 1915, bus. ....	271,508,000	216,640,000
U. S. wheat exports, July 1 to Feb. 8, 1915, bus. ....	208,626,000	131,912,000
Argentine wheat exports, Jan. 1, 1914, to Feb. 8, 1915, bus. ....	40,757,000	113,294,000
Wheat, visible supply, Feb. 8, bus. ....	56,944,000	59,349,000
Canadian visible wheat supply, Feb. 8, bus. ....	13,177,000	24,743,000
Flour exports, July 1 to Feb. 8, bbls. ....	8,839,700	7,523,703
OATS CROP, U. S. bus. ....	1,141,060,000	1,128,768,000
Oats receipts, primary markets, Aug. 1 to Feb. 8, bus. ....	182,143,000	136,885,000
U. S. oats exports, July 1 to Feb. 8, bus. ....	44,528,000	10,967,000
Oats, visible supply, Feb. 8, bus. ....	32,665,000	23,418,000
CORN CROP, U. S. bus. ....	2,672,504,000	2,446,988,000
Corn receipts, primary markets, July 1 to Feb. 8, bus. ....	181,817,000	119,680,000
Argentine corn exports, Jan. 1, 1914, to Feb. 8, 1915, bus. ....	151,730,000	202,594,000
U. S. rye exports, July 1 to Feb. 8, bus. ....	7,993,000	756,000
U. S. barley exports, July 1 to Feb. 8, bus. ....	7,213,000	6,842,000
Chicago Board of Trade Clearings, January, 1915, ....	\$10,554,200.75	\$4,261,205.65
U. S. exports, January ....	\$238,574.096	.....
U. S. imports, January ....	\$107,440.208	.....



## Trial of Board of Trade "Call."

The long-pending suit by the United States against the Chicago Board of Trade for an injunction restraining it from operating the cash grain "Call" came to trial Jan. 25 to 28 before Judge Landis in the federal district court at Chicago.

District Attorney Charles F. Clyne was assisted by Morgan L. Davies as special prosecutor; and the Board of Trade was ably defended by Henry S. Robbins.

Altho the "Call" rule has been abolished, the decision of the Court will be of great interest, as the Department of Justice, in the event of decision against the Board, may have the defendants haled into court on a citation that the Board is violating the injunction by operating the present "to-arrive" market, when the officers of the Board will be punishable for contempt. On such citation the court will not go anew into the merits of the rule, but only satisfy itself that the "to-arrive" rule accomplishes the same result.

At the same time the Department of Justice is not actuated by any vengeful motives toward the Board of Trade; but is hoping to establish precedents for the guidance of the newly created Federal Trade Commission, which will have power to authorize the Chicago Board of Trade to maintain a "call" or "to-arrive" market, even tho it may be in partial restraint of trade. It is becoming recognized at Washington that the unrestrained competition that centralizes wealth in the hands of a few while depriving the many of equal opportunity is not favored by public sentiment.

The government introduced as its witnesses the public warehousemen, whose business it was supposed the "Call" limited; but none of them could testify that the rule had caused them loss. They were still able to buy as much grain as they wanted and at prices satisfactory to themselves.

Attorney Henry S. Robbins introduced the best known and leading managers of farmers co-operative elevator companies in the country, not members of the Board, who unanimously testified that the "Call" was a great benefit to them, to the country dealer and the farmer, and had infused real competition into the buying from the country of the commercial grades of grain.

Mr. Robbins had forty more witnesses in the country grain business as managers of farmers elevator companies, or in business independently, prepared to testify to the usefulness to them of the "Call," but as the court was satisfied on this point, he forbore to summon them. Following are excerpts from the answers of witnesses to the questions by attorneys and the court:

### THE EVIDENCE.

**Caleb H. Canby**, pres. Board of Trade: The interest of the Chicago market is always to pay the highest price they possibly can on their bids to the country. We are surrounded with competitors all over the entire western country, and unless we bid high we do not get the grain.

**J. C. F. Merrill**, sec'y Board of Trade: The "Call" was conducted from July 1906, to September, 1913.

**Geo. E. Marcy**, pres. Armour Grain Co.: When the Com'ite on "Call" went out of existence the com'ite on grain "to arrive" came into existence.

The amount of grain purchased by the Armour Grain Co., in the course of the year by mailing these Call bids out was not very big. We bot the grain during Exchange hours. The business that was done after the Call was very small. Everybody waited until the next morning when the market was open.

The country dealers knew that next morning, as soon as the market opened the bids would fluctuate according to the

market and they preferred as a general rule to wait until that time.

We had an elevator at Burlington, Ia., that we used to buy the stuff Burlington weights and inspection so as to get it that way before we brot it to Chicago.

The Call rule changed no condition whatever except that it postponed a lot of buying in the country after the close of 'change until during 'change hours and threw all those trades in during the open market.

**Mr. Merrill**:—When I was a shipper of grain our business was buying, filling orders placed with us by millers and jobbers in the east; and we bot our grain on the Exchange, in our practice bidding the country for it; and the effect of the Call rule was to bring more grain upon the open market of the Board of Trade, where we could get at it and buy it. Under the rule we had more people to buy from than before.

Prior to the enactment of the rule the conditions were such that the grain arriving at Chicago was being received by fewer firms than after the rule was put into effect. The object of the rule was to increase public market bidding, increase competition and facilitate doing business openly, and to give us reasonable hours of closure in which to finish up our office work, do our banking, get out our mail and get away from our business. Back some years business had been conducted as late as 10 o'clock at night.

**J. J. Stream**, of J. C. Shaffer & Co.: When there were no sales the Call price would be the last bid. When the price was satisfactory we would send out a thousand or more bids. Comparing it to the total amount of our purchases during the day the amount of grain purchased by us under the Call rule was very small indeed. We did most of our bidding during the session, by telegraph and over the telephone. We were perfectly free from 9:30 to the close of the Call to bid the country any price.

**C. B. Pierce**, pres. Bartlett, Frazier & Co.: When we were bidding we would send out 500 bids to Indiana, Illinois, Missouri, Kansas, Nebraska, Iowa, Montana, the two Dakotas, Minnesota and Wisconsin, to country dealers.

We did not notice any falling off in the volume of our business under the call rule.

**Adolph J. Lichtstern**: I am a speculator. I buy and sell stuff for future delivery with the idea of making a profit, and sell it first with the idea of buying it cheaper. If I am long on wheat the less that comes in that I have to take and pay for the better I like it. The Call rule did not in any way I could discover affect my business of merchandising grain.

**James A. Patten**, of Bartlett, Frazier & Co.: I am not in active business now. The national state of mind is a very large element in the price of products. It is the psychology of the situation.

The corn crop of the country today is moving very freely and stocks are accumulating at various points. Duluth is accumulating a stock of corn and hedging it in the May option in the city of Chicago. I presume it is fair to state that they never intend to deliver a bushel of that corn in the city of Chicago and still they have got the cash grain on hand, but their object will be to sell that corn to go east to supply the eastern or export demand. It is immaterial to them whether they make a profit on it. They are buying this No. 3 corn at 7 cents under the May option. Those two prices must come together when May comes. They will buy in the option when they sell the corn east. I want to ask Mr. Davies whether he considers that a speculative trade? There are millions of bushels of grain traded in, in just that way. I call it legitimate business.

The greater part by far of our grain was bot on the floor of the Exchange during the hours of the session, instead of after the close on the Call price, because the minute the grain was bot from the different commission houses they immediately could step into the pit and hedge it at once, whereas if they bot the grain outside by postal card or telegraph they would have to wait until the opening next morning to go into the pit and hedge it. The result was the houses having grain sold would rush in and make a weak market, and we got tired of it and quit and bot a large portion of our grain on the floor. We could buy a large portion of it on the floor without going into the country, all we wanted to take care of.

**Morgan L. Davies**, special prosecuting attorney: Is it true that houses like yours that bot cash grain either on the floor of the exchange or thru bidding to the coun-

try, hedge their grain to a considerable extent?

**Mr. Patten**: Our house is always hedged, to the full extent of the purchase. We sell for future delivery on the Board of Trade the same number of bushels that we buy in the country. This hedging provides a species of insurance against prices fluctuating. It insures a profit, and thereby enable buyers of grain to accept a smaller margin of profit.

**E. F. Rosenbaum**, of J. Rosenbaum Grain Co.: The best part of our purchases are made in the morning after the opening.

**Geo. R. Nichols**, retired member of the Board: I was chairman of the com'ite and got up this rule, explained it to the members and caused its adoption.

There seemed to be a concentration of the handling of cash grain in and out of Chicago in a few hands; and it arose largely, in my opinion, from neglect to enforce the rule which had been on the books of the Board for many years; that at 1:15 all making of prices would cease, and more or less trading was done outside of the regular trading hours.

The Call rule was devised so as to possibly extend the hours of trading in the afternoon to the satisfaction of everybody without curtailing the trade. So we amended the rule that prohibited trading after 1:15 and established an afternoon session which was called the Call, beginning practically at 1:30 and running until midnight or 9:30 the next morning if the traders cared to stay. They were told the Board would furnish accommodation, light, heat, janitor service and so forth, they might trade as long as they chose. As a matter of fact, they traded for an hour probably. But when they were thru, they were thru for the day.

The effect of the rule proved its wisdom and efficiency. It increased the number of buyers and sellers in the market to a degree that you would have to use the word "multiply." Before it had been at times almost impossible to buy grain, what you might call fresh arrivals of grain, freely in our market. After the passage of the rule you could buy or sell it with the greatest ease. We were compelled to install additional table room to accommodate the grain samples.

The principal buyers of grain in Chicago, and to arrive in Chicago, prior to the adoption of that rule, were proprietors of public elevators of Class A, who also engaged in the buying of grain on their own account, and it was to break up that, that we drew the Call rule and enforced it. The rule increased the number of traders in cash grain ten times.

**W. N. Eckhardt**: Prior to the enactment of the Call rule, it was necessary to use your friendship to a great extent and to work in devious ways to find out what the bidding was. Very often with strenuous effort you could not find out what the bids were until next morning. The Call largely lessened the risk of the country shipper because he knew what the market was, knew what he could get the next morning at 9:30. Before that the man in the country very often did not know what bid he could make until he got the morning mail. They might bid for several months and all of a sudden drop off for no apparent reason and he would not know what to do. Not knowing when the bids would drop off he took such risks as the trades involved.

**Henry S. Robbins**, attorney for defendant: Immediately prior to the adoption of this rule, was it not a fact that certain large shippers were getting rebates from railroads?

**Mr. Davies**: I object.

**Judge Landis**: Objection sustained.

**Mr. Robbins**: We except.

**Mr. Robbins**: Is it true that the fact that rebates were thus obtained by certain dealers in this market was one of the reasons which led to the adoption of this rule?

**Mr. Davies**: I object.

**Edward G. Dunn**, Mason City, Ia., mgr. of Farmers Elevator Co.: When I first entered the grain business from 1903 to 1906, I and others were unable to get bids at all. We had to consign our grain to the different markets. After the Call was established, the different commission houses sent out bids nearly every day. We are too far away to get mail and in the busy season our commission houses about 2 o'clock would wire us the Call price, and we used that as a basis to buy, and figure to cover our expenses and make a profit and take that steadily. Before the Call was established it was a question of speculation with us. Under the Call rule the average price to the farmer was higher than before. Before, the line elevator



companies could bid certain people more than the grain was actually worth and sometimes would force some of us littler fellows out of business. Under the Call rule their bids could be accepted by all the members of the Exchange and we had the benefit of that bid, which prevented us from suffering the results of an unfair competition.

Our farmers elevator company experienced a great deal of difficulty. Some at Chicago would not deal with us at all, and sometimes they would bid my competitor in the country more than could be realized when you took freight and commission out of the price at Chicago, and my competitor would put up the price until I had a hard time buying anything. After the Call rule was established, we had the same opportunity to sell our grain that everybody else had.

For a couple of years I was sec'y of the Farmers-Grain Dealers Ass'n of Iowa, and at the time I severed my connection to mix in politics and get beat I had about 65,000 farmers in that organization belonging to about 330 to 340 companies, and they had the same trouble in getting bids that I had.

Geo. H. Hubbard, Mt. Pulaski, Ill., representing the Mt. Pulaski Grain Co.: To me it was quite an advantage to have the Call establish a market for our commercial grades of grain for practically 24 hours of the day. We were enabled to handle our grain on a little closer margin. An advantage was that if we sold on the Call we could fill that sale from any road. Under the old system the contracts contemplated shipments by particular railroads. Certain buyers bot and handled grain on certain roads.

Another advantage of the Call was that primary markets do not always fluctuate together. After having sold corn to Chicago, a heavy movement there might have a depressing effect upon cash corn at Chicago, while at the same time some of the southern markets could offer to net us more than our Chicago contract. That being the case, we could have our representative buy that corn on sample on 'Change and fill our sale here and we could divert the corn elsewhere, and it would enable us to pay an additional price for the other farmer's grain.

Before the Call rule the only way we could settle was upon the basis of the purchaser's prices or else buy corn from some other country shipper on that particular railroad.

J. A. Henebry, Plainfield, Ill., mgr. Plainfield Grain Co.: Before the Call price came into effect bids were so uncertain it was difficult to arrive at a price to pay the farmer. An advantage was that we got the same price as on other lines of railroad.

Wm. J. Ray, Colo. Ia., sec'y. Farmers Grain Dealers Ass'n of Iowa: When I received the Call bid out in the country I was sure my competitor was not receiving a higher bid than I was. Often I have bot a large amount of grain in the afternoon and had it not been for the Call bid I would not have known what the market might be on which I had to sell that grain.

The Call prevented big interests pooling together and saying, "Here, I will bid all out over a certain line," and another one over another certain line, bidding down, causing us to bid really under the market.

John E. Brennan, Chicago: Before the Call rule went into effect it was very hard to get satisfactory bids on grain to arrive. Very often my country clients when they could not get a satisfactory bid on grain to arrive had to sell in the future market a contract grade they did not have, which often remained firm, while the No. 3 or 4 corn or oats worked lower, and instead of being a protection or a hedge, it turned out just the reverse. With the Call you could sell anything, and what the country dealer bot he knew he could sell, and he bid with a closer margin. He did not need additional margin for protection.

Lowell Hoyt, Chicago: The Call increased the number of places reached by the bids and increased the number of shippers to Chicago.

Gardiner B. Van Ness, Chicago: The Call rule increased my business. Prior to the rule, the market for cash grain was very restricted. A few concerns seemed to be dominating the business on certain lines of railroad. The Call put the trade into the commercial grades.

Hiram N. Sager, Chicago: Prior to the adoption of the Call, the market was gradually becoming narrow and restricted.

Ralph A. Schuster, of Rosenbaum Bros., Chicago: I am in the shipping business to the east, and the Call rule was beneficial to our business, for I knew that if I bot grain on the Call I would get exactly what

I bot and would not be obliged to take any off-grade corn, whereas if we bid for grain to arrive we would be obliged to take anything.

In bidding the country we did not know how much we were going to get, but in bidding on the Call we knew the exact quantity as well as the exact grade. It enables me to work on a closer margin east.

David H. Harris, Chicago: In conducting the Call my purpose was to get as good a bid as possible.

Judge Landis: Did the Board care whether the price was up or down; was it for the seller against the buyer? Was the Board a bull or a bear?

Mr. Harris: It was neither bull nor bear.

Wm. H. Merritt, Chicago: The Call enabled us to make closer prices east. The rule increased the number of persons exposing grain on the sample tables, 50 to 75 per cent.

Chas. F. Schneider, Chicago: The Call advanced prices in the Chicago market. Our business was conducted on a smaller margin of profit.

J. P. Griffin: The market was becoming virtually a closed market, and our Pres., Walter Fitch, appointed a com'te of 7, which agreed to enforce the closing rule, but as a second plan it was decided to establish the Call to force the trading into the open market.

The Call Com'te had nothing to do with the making of prices.

There were days when there were not any transactions on the Call; but the price was established by the highest and final closing bid.

John J. Donohue testified on the method of conducting the Call.

## Argument by H. S. Robbins, Attorney for Board of Trade.

Following the presentation of the evidence Henry S. Robbins, attorney for the Board of Trade, made the closing argument, from which we take the following:

While the Call is going on there is no limit whatever to the bidding. The Call lasts as long as anybody stands there to bid. Anybody is privileged to bid any price that he is willing to, being restrained only by his own self-interest.

Much has been said about the fact that there is sometimes very little trading upon this Call. Before the Call begins these men have stood on the Exchange floor from 9:30 a. m., bidding, buying grain and it is nothing unusual that when they reach the end of the trading hours of the Exchanges they have filled all their requirements and do not wish any more.

These witnesses have illustrated that the final price sent out to the country is the result of competitive bidding. True, there is no bidding after the price is fixed, but there is a bidding to fix that price, and that price is the result of competition. It is not like a number of manufacturers, as in the Addyston case, getting together and agreeing among themselves, that they being in control of the product will fix the price at some arbitrary figure so as to increase their profits.

Those who want to buy grain "to-arrive" in Chicago are merchants, members of the Board of Trade. They are not obliged to pay any commission when they bid to the country. They can bid all thru the trading hours. Nobody pays a commission, neither the seller in the country, nor the buyer here.

In the Anderson case, which is an exchange case, the United States Supreme Court said: If an agreement of that nature, while apt and proper for the purpose thus intended, should possibly the only indirectly and unintentionally affect interstate trade or commerce, in that event we think the agreement would be good. Otherwise there is scarcely any agreement among men which has interstate or foreign commerce for its subject that may not be said remotely in some obscure way to affect that commerce and to be therefore void. The rules of the Exchange are evidently of a character to enforce the purpose and object of the Exchange as set forth in the preamble and we think for such a purpose they are reasonable and fair. That case involved a rule of a commercial exchange which prohibited members from doing business with brokers who dealt with non-members, and the court held that the effect upon interstate commerce was too small to be taken into account.

So we may assume in the light of these very recent decisions of the Supreme Court that this rule which prohibits for the period of about two hours members of an Exchange from participating in price making in only one branch of its business is a

proper and fair regulation of the business in which the members are engaged.

The evidence here is that it costs something over \$150,000 a year to keep this Board of Trade going, and it could only be kept going because the members individually consider on one side the \$75 they are yearly assessed and on the other the advantage that they get in trade from being members of the Exchange.

Have you ever stopped to consider the importance to this country of the maintenance of this Exchange? Some years ago some men saw fit to attack the Chicago Board of Trade and the future trading there. They called it gambling, and some judges who lived so far away from here that they did not appreciate the commercial influence of this Exchange were led to give expression to that thought in a decision that resulted in its going to the Supreme Court of the United States. What was shown in that case? It was shown without dispute that this system of hedging (by that I mean that practice by which men like Patten, who bid to the country and get their acceptances in the morning, go immediately upon this Exchange and sell for future delivery, often for five months ahead the same quantity of grain which they have bot in the country in order to get thereby a species of insurance against price fluctuation), had reduced the margin of profit from 5 cents to 2 cents per bushel, from the farm to the exporter. That is what this Exchange does. It cheapens the cost of marketing the crops. That is what the Illinois Legislature had in view in granting it a favorable charter.

Certain specific powers must be accorded to these Exchanges; the right of an Exchange to exclude non-members, and most exchanges have rules that no member shall trade with a suspended member. All exchanges prescribe minimum commission rates. It is apparent to everybody that Exchanges must have that right in order to live.

If the market hours were abolished and a man could trade at any time over the telephone we would not have any market at all.

The banks have some tacit agreement the country over to close at 3 o'clock. If you had to get a check certified in a very important transaction at 3:30 you could not do it in this country; yet nobody will contend that limiting the banking hours to 3 o'clock was unreasonable. Trade unions have felt the necessity of limiting the working of their members to 8 hours per day.

The Supreme Court of Wisconsin held that the limitation of trading hours by the Milwaukee Chamber of Commerce was not restraint of trade.

In the Anderson case the lessening of the number of yard traders was held to be too remote an interference with trade. So I contend in this case that the lessening of the price fixing hours for the short time provided by this rule is too remote to constitute a material interference with trade.

In the Anderson case stress was laid upon the fact that the object of the rule was to enlarge the membership of the exchange. In this case it is apparent from the evidence that one of the main objects in passing this rule was to enlarge the business transactions during Exchange hours. Is not that as legitimate as enlarging the membership?

In enacting this rule this Board had the same aim that the government had when it enacted the Sherman act. This Exchange finds that trade is concentrating in few hands. It realizes the dangers of that and it enacted a regulation which spread that trade and brot equal opportunity to more persons. Yet the Government with no evidence at all asks your honor to brand as illegal this attempt to broaden this market, by setting aside this rule. Thru all the evidence there is not a single man who says that this rule is hurtful to trade.

I submit without further argument that this bill should be dismissed. It should never have been pressed to a hearing. Of course we all applaud the desire of a new broom to sweep clean. We all approve of the zeal of the new official to press the law. But I submit to you that the evidence here has shown very clearly that this case is overworking the Sherman Act.

Judge Landis has taken the case under advisement, and the next step will be the announcement of his decision.

ARGENTINE'S SURPLUS of wheat is estimated at 123,000,000 bus. by London authorities. Oats were injured to some extent by late rains, but the damage is not yet ascertained.



## Seeds

CLOVER SEED exports have been prohibited by Austria-Hungary.

AMY, KAN., Jan. 22.—Fair crop cane, millet and milo maize; most in farmers hands still.—Sharp Bros.

RICHFIELD, WIS.—I will build an addition to my seed house and install a larger seed cleaning mill.—Peter W. Wolf.

NEW MARKET, IND., Jan. 23.—I am specializing in clover seed at three markets, Lapland, Waveland and New Market, Ind.—Newton Busenbark.

HOUSE OF REPRESENTATIVES had its annual free seed discussion on Jan. 26, and as usual the congressmen will worry their friends with "gifts," aggregating in value \$252,540.

THE WICHITA Central Seed Co., and the Marlow Seed Co., both of Wichita, Kan., have been consolidated. The business will hereafter be conducted from the Marlow headquarters.

IF THE FREE SEED from one's Congressman could be made to serve as bird seed it would find a warmer welcome in a city flat. Or it would be even better if it would serve as a breakfast food.

THE OFFICIAL COM'ITE on seeds at Philadelphia for the coming year is composed of George W. Taylor, Charles C. Alexander, Jesse Sharples, Frank B. Sitley, Sidney W. Luckin, and John W. Koch.

REPRESENTATIVE OLDFIELD of Arkansas has introduced in the House a bill appropriating \$20,000 to supply seed corn and other field seeds to people in the drought districts of Arkansas and other States, to be distributed by the Department of Agriculture.—P.

TOLEDO received 2,170 bags of red clover, 297 bags of alsike and 364 bags of timothy seed for the week ending Feb. 6; compared with 1,116 bags of red clover, 267 bags of alsike and 688 bags of timothy for the corresponding week in 1914. Shipments were 4,315 bags of red clover, compared with 3,315 bags a year ago.

REP. YOUNG of North Dakota, in a recent speech, favored the abolition of the Congressional free seed distribution, but the continuance of distribution of new and rare seeds to farmers, especially those seeds which are not for sale ordinarily in towns or villages. He instanced durum wheat which the Dep't secured abroad.—P.

ILLINOIS SEED Co., Chicago, has registered the word Magnet with the illustration of a magnet, as descriptive of certain seeds, particularly timothy, handled by that company. Word Monitor, with illustration of boat bearing that name, and the words Coin and Sickle, both aptly illustrated, have also been registered as trade marks for seeds.

CHICAGO RECEIVED 875,000 lbs. of timothy seed, 417,000 lbs. of clover seed, 5,000 bus. of flaxseed and 214,000 lbs. of other seed for the week ending Feb. 6, compared with 595,000 lbs. of timothy seed, 99,000 lbs. of clover seed, 6,000 bus. of flaxseed and 450,000 lbs. of other seed for the corresponding week of 1914. Shipments were 606,000 lbs. of timothy seed, 298,000 lbs. of clover seed, and 237,000 lbs. of other seed; compared with 583,000 lbs. of timothy seed, 315,000 lbs. of clover seed and 694,000 lbs. of other seeds for the corresponding week last year.

STRUM, WIS., Feb. 5.—Have good crop clover seed; shipping in carloads.—T. M. Olson.

CANADIAN GOVERNMENT has completed its investigation of the seed supply of northwestern homesteaders and E. D. Eddy of the Dep't of Agriculture, who made the investigation, reports conditions as better than generally expected. For those who have absolutely no seed and no funds with which to purchase supplies, the Canadian government has established distribution stations at Moose Jaw and Saskatoon. Applications for supplies however, must be sent to the Com'sner of Immigration at Winnipeg.

CHICAGO, ILL.—The timothy seed situation is an unusual one, with light holdings in farmers' and moderate stocks in shippers' and distributors' hands. There is fair export demand for seed, limited however by the lack of ocean shipping facilities. A close of the war would remove these restrictions and probably enormously increase the export business in seeds. A long distance view of the Timothy Seed situation points to high prices for the next few years, with much restricted production on lessened acreage. Fancy prices for timothy seed are considered among the probabilities—Somers, Jones & Co.

JESSE E. NORTHRUP, for many years head of Northrup, King & Co., seed dealers at Minneapolis, and one of the foremost business men of that city, died after a short illness on Feb. 4. Mr. Northrup spent considerable of the last 2 years traveling for his health, having practically retired from active business. He was born at Saline, Mich., Dec. 1, 1857. In 1884 he moved to Minneapolis, where he organized the Northrup-Braslan Seed Co., which was changed to the Northrup, Braslan & Goodwin Co., in 1890 after admitting A. H. Goodwin of Chicago, to membership. Preston King joined the company in 1896 and in the reorganization the title was changed to Northrup, King & Co. Mr. Northrup has long been a leader in the promotion of seed interests and has been instrumental in bringing into the northwest seeds particularly adapted for growth under the peculiar climatic conditions of that territory.

### Seed Movement at Chicago.

Receipts and shipments of seeds for January, 1915, compared with January, 1914, were in pounds, as follows:

	Receipts		Shipments	
	1915	1914	1915	1914
Clover .....	1,773,000	1,035,000	1,197,000	882,000
Timothy ..	3,050,000	2,191,000	2,565,000	2,065,000
Other				
grasses..	1,777,000	1,736,000	1,209,000	1,389,000

### Seed Movement at Cincinnati.

Receipts and shipments of seeds for January, 1915, compared with January, 1914, were in bags, as follows:

	Receipts		Shipments	
	1915	1914	1915	1914
Clover .....	5,531	7,348	4,426	7,448
Timothy ..	5,009	1,102	2,514	3,475
Other seed..	21,561	16,817	21,469	15,342

### Flaxseed Movement in January.

Receipts and shipments of flaxseed at the various markets during January, 1915, compared with January, 1914, were in bus. as follows:

	Receipts		Shipments	
	1915	1914	1915	1914
Duluth	259,239	449,862	98,973	65,037
Minneapolis	599,010	711,480	46,340	54,300
Milwaukee	38,710	58,800		
Chicago	31,000	46,000	8,000	1,000
Kansas City	10,000	1,000	2,000	

### From the Seed Trade

NEW YORK, N. Y.—The German Government is said to have prohibited the exportation of bags and bagging, including bags used as containers for other merchandise than seed, effective Feb. 1. This makes it impossible to ship seed from Germany.—M. W.

LONDON, ENGLAND.—The English government has granted licenses to ship clover and grass seeds for nearly all orders booked previous to the prohibition order. It is remarkable that altho there has been but little buying of clover seed by wholesale houses the market has remained firm. This is due to the fact that weather has been unfavorable for threshing.—C. W. Le May & Co.

NEW YORK, N. Y., Jan. 28.—Regarding the exportation of seeds from France after exports were ordered discontinued, we learn that in the case of most articles which have been placed on the embargo list by European countries since the outbreak of war, particular shipments have been allowed special permits. These permits are granted only when the supply of the products in question is sufficient to meet the needs of the country and when sufficient guarantee is given that export shipments will reach only friendly or neutral nations.—Herbst Bros.

NEW YORK, N. Y., Feb. 4.—Germany yesterday officially prohibited the export of all clover and grass seeds, which measure followed the one taken some time ago by the governments of Austria-Hungary and Denmark. England has prohibited the export of such seeds to all countries except America. We are now looking for much higher values on alfalfa and white clover, and prices might likewise rule higher on orchard grass, with no imports. French dealers must furnish a bond for each shipment, which makes transactions difficult, likewise on account of the very poor shipping facilities.—Loewth Larsen & Co.

TOLEDO, O.—Red clover in England was cut early and is of superb quality, the majority of the samples being fine in grain and of a rich purple color. There was a fair acreage saved for seed in some districts, but in others the acreage is reported to be considerably smaller than last year and below the average. The yield again has varied in different counties, but nowhere was it heavy, and everywhere it is considerably below that of last season, so that taking everything into consideration we should estimate that England has produced something less than an average crop, and it is necessary to bear in mind that the quantity of seed saved is far below that of last year. There is one unfortunate feature of this year's English crop, and that is, the excessive number of docks which are to be found in nearly every sample as it comes from the farm.—J. F. Zahm & Co.

### Seed Movement at Toledo.

Receipts and shipments of seeds for January, 1915, compared with January, 1914, were in bags, as follows:

	Receipts		Shipments	
	1915	1914	1915	1914
Clover .....	8,137	9,850	8,870	6,266
Alsike .....	1,259	123	1,136	786
Timothy ...	4,745	1,664	934	3,907

### Seed Movement at Milwaukee.

Receipts and shipments of seeds for January, 1915, compared with January, 1914, were in lbs. as follows:

	Receipts		Shipments	
	1915	1914	1915	1914
Timothy ..	784,440	62,400	406,962	120,000
Clover ....	1,340,112	195,535	1,885,701	667,430



## Grain Carriers

THE B. & O. Ry. is again accepting grain for export at Baltimore.

AMERICAN SHIPBUILDING Co., Cleveland, Ohio, has been given an order for a fleet of boats to operate on the new barge canal.

CHICAGO SHIPPERS have chartered all of the steel grain tonnage available, and only one wooden vessel remains at that port unplaced.

WORK ON 5 SECTIONS of the Welland Ship Canal will be continued all winter and sections 6 to 9 will soon be started. More than 3,000 men are employed in the work at present.

THE HOUSE COM'ITE of Congress has reported favorably on the Senate Bill to make interstate carriers liable for actual losses or damage to shipments regardless of liability limitations.

MILWAUKEE SHIPPERS claim the proposed new B/L limiting the liability of lake carriers to  $\frac{1}{4}$  bu. per 1,000 bus. is in direct violation of the Harter act and for that reason can not be enforced.

A BRIEF has been filed with the Interstate Commerce Com'n by the Southern Texas Grain Co. of Houston in its case against the St. Louis, Brownsville & Mexican Ry., involving hay rates.—P.

AN INCREASE in the rate on grain to Gulf ports amounting to 7/10 of 1c per 100 lbs., is proposed on all grain shipped from Chicago, St. Louis, Minneapolis, and other northern and western points.

VESSELS added to American registry since enforcement of the act of Aug. 18, 1914, and prior to Jan. 23, 1915, number 124, with a gross tonnage of 435,635. These vessels are all foreign built.

C. R. I. & P. tariffs providing for the cancellation of joint commodity rates on grain from Omaha to Oklahoma points have been suspended by the Interstate Commerce Com'n until Oct. 12, 1915.—P.

STEAMER SWINTON under English flag has arrived at Tacoma, Wash., to load a cargo of 504,000 bus. wheat for English ports. The Russian ship Finland and the English Clarissa are also in port for the same purpose.

THE EMBARGO of the Baltimore & Ohio Ry., placed Jan. 11 on grain to Baltimore, was raised Feb. 1, after a conference between officials of that road and members of the Baltimore Chamber of Commerce. Thirty grain ships are in port waiting to load.

IRREGULAR MOVEMENT of grain and cotton at Galveston was the subject of a conference between railroad and vessel men of that city on Jan. 28. With 6,500 loaded cars in the yards, and the docks and warehouses filled, it is feared another embargo will be placed.

ILLINOIS CENTRAL and Santa Fe Railways announce that during 1914 a saving of \$400,000 for each road was effected in amounts paid out for freight loss and damage. The saving has been brot about largely thru repairing cars which were used altho out of condition.

INTERSTATE COMMERCE COM'S'N has authorized the Mobile & Ohio Ry. to revise its reshipping rates on grain from Cairo, Ill., to Mississippi Valley points, and the I. C. to establish proportional rates on grain from Council Bluffs and Omaha to South Omaha, La Salle and other Illinois points.—P.

PENNSYLVANIA RAILROAD officials report that no embargo has been placed on grain at Philadelphia, neither will one be placed despite the fact that the company's elevators are filled with 1,900,000 bus. of grain and 800 loaded cars are either on track or en route to that port.

INTERSTATE COMMERCE COM'S'N has suspended the tariffs of the C. & A. Ry., on wheat and articles taking the same rate, from Omaha and South Omaha, Neb., and Council Bluffs, Ia., to Stations in Illinois via Mexico, Mo., finding the rates not justified. The effective date of this decision is Mar. 15, 1915.—P.

MILWAUKEE CHAMBER of Commerce has filed a brief in the investigation of reshipping rates on grain from Milwaukee to eastern trunk line and central freight ass'n territory via Chicago. It objects to the railroads canceling the thru rate via Milwaukee without withdrawing it on shipments from Chicago.—P.

THE INTERSTATE COMMERCE COM'S'N, in the complaint of Millers Grain Co. against rates on wheat of the A. T. & S. Fe. from Wilmore, Kan., to Phoenix, Mesa, Tucson and Safford, Arizona, holds that the rates should be 58c to Tucson; 68c to Phoenix and Mesa and 73c to Safford. The Com'n awards reparation in the sum of \$1,383.—P.

ROUTING of shipments is absolutely within the power of the shipper, under Sec. 15 of the Interstate Commerce Act, and carriers failing to observe the specific routing instructions by the shipper are liable to prosecution under Sec. 10. The carrier which neglects to transmit to the connecting line the shipper's routing instructions is responsible for all additional transportation charges.

INTERSTATE COMMERCE COM'S'N heard arguments at Kansas City on Jan. 27 of railroads and shippers relative to the proposed cancellation of elevator allowances on grain from Kansas City, Mo., and other terminal markets, to southwestern points. The present allowance is  $\frac{1}{4}$ c per bu. The cancellation would affect all grain except that eastbound, or for export.

ERIE RY. has placed an embargo on domestic or export grain in carloads destined for handling thru the Erie elevator at Jersey City. This includes all cars billed Long Dock lighterage free or New York lighterage free, but does not include cars billed for specific local track deliveries in Jersey City, nor those for track delivery at New York or Brooklyn stations.

FIRE WAS DISCOVERED in the hold of the British steamer Newstead shortly after it cleared at Baltimore with a cargo of 222,262 bus. oats late in January. Flooding was resorted to and the vessel towed into harbor at Newport News with the forepeak full of water. The fire is believed to have originated in a quantity of tar as the vessel was passing the Virginia Capes.

INTERSTATE COMMERCE COM'S'N has directed the following refunds on account of excessive freight charges: C. M. & St. P., \$9 to the Enniss Ackermann Co., on seed oats and corn from N. D. to S. D.; A. T. & S. Fe., \$25 to Hook Bros., oats from Okla., to Tex.; St. L. & S. F., \$31 to John F. Meyer & Sons Mlg. Co., wheat from Mo. to Okla. points; A. T. & S. Fe., \$7 to the Aetna Mills Co., wheat from Kan. to Okla.; A. T. & S. Fe., \$62 to Eugene Burr, oats from Okla. to Tex.; and \$25 to Globe Grain & Mlg. Co., oats, Okla. to Tex.—P.

C. B. & Q. Ry. announces that when cars are loaded to exceed 110% of their marked capacity, and it is necessary that it be reduced or transferred, a charge of \$3 will be made for placing the car for reduction of the overload or transfer of the shipment. If removal of the overload or transfer of the shipment is performed by the carrier the actual expense of such labor will be assessed in addition to the \$3 charge.

JOHN MILLER Co., of Duluth, in a complaint to the Interstate Commerce Com'n, attacks the N. P. rate on wheat, flax and coarse grain to Duluth, and claims reparation of \$600 on 72 shipments. The rate was 11c per 100 lbs., while complainant says it should be 10c. T. H. Proslee, Vining, Minn., makes a similar complaint against the grain rates to Duluth, claiming reparation on 11 shipments, on which the rate was  $9\frac{1}{2}$ c instead of 8.2 and 9.3c.—P.

A 5% ADVANCE in the rate of ex-lake grain from Buffalo to eastern points is proposed by the N. Y. C. Ry., which has issued a tariff covering the advance, effective Feb. 23. The Milwaukee Chamber of Commerce has filed a petition with the Interstate Commerce Com'n requesting the suspension of this tariff on the ground that ex-lake rates are simply proportions of thru lake-and-rail rates and therefore are not authorized in the recent decision granting the 5% increases.

FIFTY GRAIN MEN attended a meeting at St. Louis on Jan. 29 at which Capt. John H. Bernhard of New Orleans outlined the plans of an organization to transport grain and other freight from the west and northwest to New Orleans by way of the Mississippi River. The rate on grain from St. Louis to the gulf, it was promised, would be 2c per bu. less than the rail haul, or  $4\frac{1}{2}$ c. Sentiment at Minneapolis, Capt. Bernhard said, was also very much in favor of the barge line.

THE INTERSTATE COMMERCE COM'S'N, in hearing complaint of the Manson Commission Co., against the St. L., I., M. & S. Ry., finds that on shipments of corn originating at Illinois stations north and east of E. St. Louis for Little Rock, and other points in Arkansas, the combination of local rates makes a lower thru charge than from intermediate stations in Illinois, and approves the suggestion of the railroad that proportional rates outbound be restricted to correct these violations.—P.

IOWA-DAKOTA GRAIN Co., the King Elevator Co., and the Flanley Grain Co., of Sioux City, Ia., have complained to the Interstate Commerce Com'n against rates on corn to Atchison, Kan., St. Joseph, Kansas City, Mo., Little Rock, and Fort Worth, Ark. Because of lower rates to Council Bluffs the grain business at Sioux City is said to be hurt and the Com'n is asked to apply reasonable rates to points covered by Sioux City grain interests. A refund of \$1,005 on recent shipments is also asked.—P.

SIX NORTHWESTERN milling companies have brot suit against railroads operating in that territory in an effort to compel restoration of the milling-in-transit rates canceled by the Interstate Commerce Com'n in 1912. The present rates, it is contended, do not conform to the Cashman Distance Tariff Law. The companies bringing suit are: W. H. Stokes Mlg. Co., Watertown, S. D.; Huron Mlg. Co., Huron, S. D.; Lidgerwood Mlg. Co., Lidgerwood, N. D.; Jennison Bros., Janesville, Minn.; Osakis Mlg. Co., Osakis, Minn., and the Melrose Mlg. Co., Melrose, Minn.



## Indiana Grain Dealers' Association Annual Convention

The mid-winter meeting of the Indiana Grain Dealers Ass'n was called to order Wednesday afternoon, Jan. 27, by Pres. H. H. Deam of Bluffton. The session was held in the library of the Indianapolis Board of Trade and 160 members attended. After invocation by the Rev. F. E. Taylor, Pres. Deam read his annual report, a resume of accomplishments during the last year, and a statement of the things the ass'n hopes to do the coming year. He said:

### President's Annual Address.

Never have such conditions prevailed as during the past six months, by reason of the European war. The grain trade of Indiana experienced an unusual business at harvest time, grain moving freely, but before the movement was over, exportation was disturbed by the advance in prices incident to the declaration of war. Then followed the period of waiting. When exportation was resumed supplies moved so rapidly that we attained high prices, attracting attention at Washington, with threatened investigation. The question of preventing exportation is serious since the nations of the world need our surplus. We should divide with them, the necessities of life, during their misfortune. Producers would resent interference by the government of their rights to sell grain at whatever price buyers wish to pay. This country has a surplus of more than 100,000,000 bus. of wheat, therefore, no serious trouble menaces our own people. We have a large crop of growing wheat in fine condition and the spring wheat states will supplement that, with the largest acreage ever planted. So there is no justification for threatening to prohibit exportation.

**Railroad Rates.**—The slowing down of business during the past 18 months has affected the earning capacity of all carriers, and resulted in the demand for more money with which to better equip themselves. Pres. Wilson joined the crusade for higher rates. These have now been realized.

The grain trade can protect itself against loss from such increased rates since the burden can be passed on to the producer and the consumer. The grain dealers have resisted advancing rates for years, but recently many embraced the idea that the carriers should have an opportunity to make good. It remains to be seen what the outcome will be.

**Crop Improvement.**—One of the things our Association, through Sec'y Riley, did last fall, was the successful carrying out of an itinerary over the state. Meetings were held in most of the large cities and towns, at which addresses were delivered by Dr. J. W. T. Duvel of the Dep't of Agriculture, and Profs. G. I. Christie and Thomas A. Coleman of Purdue University. These meetings were attended not only by grain men, but farmers and business men as well. The addresses helped to prepare the way for the adoption of the new corn grades. We continue to hear of these meetings by discussions among farmers, with reference to the betterment of conditions. These meetings could not have been possible except for the careful and successful planning of Sec'y Riley. The meetings, held in the name of the state grain dealers Ass'n, created the impression that the ass'n was not merely for the benefit of the grain dealer, but was organized on a broader plane, seeking the raising of more and better grain, thus increasing the wealth of the state.

We are known beyond the borders of our state for our aggressive way of handling grain matters. Our Sec'y has upon different occasions attended the national and state meetings of other ass'ns, and has frequently had a place on those programs. Especially do I desire to mention the Grain Dealers Nat'l Ass'n with which we are affiliated and in which our Ass'n has a deep interest.

**Membership.**—The membership of the ass'n concerns us all. The past year has not increased our membership. The members generally seem to proceed on the theory that it is not their business to secure new members.

The sec'y can do much in that line, but in other organizations members contribute to this service greatly and I feel we can each do something this year if we will. The Booster Com'te of the National Ass'n was instrumental last year in securing many new members. We owe allegiance first to our immediate family (the state ass'n) and second to the larger family (national ass'n). Our slogan "Every Grain Dealer within the State of Indiana, a member of the Indiana Grain Dealers Ass'n."

**Legislative Matters.**—During the present session of the Legislature, there is likely to be presented measures in which the grain trade is interested. It is our duty to study these bills, and seek to have such laws enacted as will better conditions generally. Our Sec'y is always alert when matters pertaining to Legislation are presented and will be glad to receive suggestions from any of our members.

**Improved Equipment.**—We must learn the importance of properly preparing our grain for market. A large percentage of country dealers have poor equipment for cleaning, and as a consequence much grain goes to the market in bad condition, causing loss and dissatisfaction. Keep at home all screenings; it is as valuable for feed as at the other end of the line. Good cleaning will make it harder for the scoop-shoveler, who has no means of cleaning his grain and must stand a discount. If the margin is close, he must drop out.

**Terminal Markets.**—During the past two years, much effort has been expended by the state ass'n to get terminal markets to inspect cars upon arrival. Most of them are now performing that service. We hope all will realize the justice of this demand. The loss of grade and weight determines the profit or loss on the year's business and the terminal market dealer should assist the shipper to fix responsibility for losses when they occur.

Some shippers do not do their duty by the receiver and for them we make no apology. It is the duty of the shipper to ship the kind of grain, within the time and conditions, provided for in the contract. The shipper can greatly lessen his loss from failure to grade if he will clean and condition his grain. The time is not far distant when he will incur penalty of the law for failure to put his grain in merchantable condition.

**Claim Department.**—The claim dep't of the Ass'n has filed 752 claims to Jan. 20, 1915, of which 534 have been paid, 119 refused, and 99 still under investigation. Those filing claims are only a small percentage of our members. Some have used the department for all their claims, others a part, frequently the claims which had previously been rejected.

This dep't should be valuable to the entire membership. Each claimant now pays a commission on claims collected and out of that the dep't is maintained.

Possibly a different method of handling the Claims dep't could be devised. Suppose a bureau be created, in which members of the ass'n would become members on a stipulated and fixed fee for the whole year. Membership in the ass'n would entitle them to membership in this bureau, upon payment of a fixed sum per annum. That would entitle the member to have his claims handled without further cost. The member would probably file all claims with the bureau, good, bad and indifferent and when thus filed, they would be pushed by the bureau with the prestige of the ass'n behind them.

The ass'n has an arrangement for the services of Attorneys Wild & Jewett, to handle such claims as are deemed advisable to present thru that channel.

If all the members of the Ass'n would identify themselves with the bureau enough revenue would be derived to support a special man, skilled in the handling of claims, relieving the sec'y of time and energy now given to that service.

I should like to appoint a com'te to consider the suggestions and report to the board of managers with recommendation.

**Indiana Agricultural Exhibit.**—The State of Indiana, through its Com'te, Hon. Charles W. Fairbanks, Hon. Will R. Wood, Hon. J. M. Duncan, supplemented by Prof. G. I. Christie and W. Q. Fitch of Purdue University, has asked the grain dealers ass'n for a contribution to assist in the

publication of a booklet setting forth the industries of the State for free distribution at the Panama-Pacific International Exposition. The sum needed to defray the expense is \$2,000, and it is suggested that our Ass'n contribute \$100. In view of the important relation that this Ass'n bears to the grain trade of the state, I would recommend that we make such appropriation.

I desire to express my appreciation to the Board of Managers, our Sec'y, Treas. and the entire membership, for their hearty co-operation in the affairs of our Ass'n, during the past year.

Following his address the President appointed the following com'tes:

Auditing: W. B. Wells and E. K. Sheppard.

Resolutions: Elmer Hutchinson, A. C. Watkins, E. K. Sowash, S. B. Hastings, and E. M. Wasmuth.

Nominations: Chas. Ashpaugh, Wm. Nading, Cloyd Loughry, F. A. Witt, and Geo. L. Arnold.

Frank A. Witt read a paper from which we take the following:

### Profit and Loss.

From my observations of the grain business during fifteen years, one feature, I find received very little real consideration or serious thought. This is "Compensation."

The elevator owner is a man of importance. His business brings him in contact with important people. He not only buys the farmer's grain but sells the farmer many things. He takes an active interest in many civic organizations and thus comes in contact with all of his community.

The nature of his business makes it imperative that he be generous in his dealings. As a result the grain man conducts his business on a high moral plane. He does not resort to sharp practices to earn his livelihood and asks only a competent return on his investment.

Consumers have recently heard much regarding the middle man and the fact that he is adding a useless cost to our necessities. The elevator operator is a middle man but certainly performs a very necessary function in the movement from producer to consumer. Each day his place of business offers the farmer a market for grain. By reason of his facilities he is able to improve and condition what the farmer brings him to such an extent that the producer gets more for it than he would have received had he shipped direct to a market or consumer. The elevator man, while a middle man, "pays his way."

Our Government has spent time and money investigating and punishing combinations formed to restrain trade. The grain business has been investigated, and I am told the result of the investigation was satisfactory to both investigators and the investigated. The varied sources of supply and the wide demand makes an unlawful combination impossible. Can you imagine any elevator operator refusing to buy from his farmers in order to limit shipments and keep prices up or refusing to buy simply because his competitor could not or would not pay the price? The grain business is governed by supply and demand. The Government has formulated grades for corn, which make a certain grade uniform whether it comes from the far west, central states or the east. As a result, Mr. Corn Consumer keeps in touch with all markets, buying from the one offering the best terms, or if more favorable terms are offered he may go to Argentina, Canada, or possibly India for his supplies. The buyers cannot combine to force prices lower. Buyers in other sections of our country are watching prices here, and the moment they are forced below a certain level they absorb all available supplies, and the situation is once more a question of supply and demand.

The same holds as regards country dealers. By reason of the number in the business a combination of all is impossible. The dealers in a small territory might combine to secure more than a legitimate profit but the moment prices are put below a certain level the dealer on the outer edge of the circle sees his trade going to the dealer outside the combination and he is compelled to meet the competition or do less business.

The local banker in a grain producing territory will tell you there are but two sources of new money for his institution. One is that distributed by the live stock buyer and the other that distributed by the grain buyer. The grain man distrib-



utes the greater part. We are told there are but two sources of new wealth in the world both of which come from the earth, one the natural resources, the other that which grows.

In our own country the combined value of wheat, corn, oats and rye will compare favorably with the value of any other product. The country grain dealer is engaged in the handling of this new wealth and his function is important.

It is necessary for the farmer to have access to the most up-to-date plants at which to market his surplus grain. Plants where he can market any variety at the minimum discount. If the farmer is prosperous the elevator man shares the prosperity as the farmer under these conditions puts out larger crops, has better facilities for maturing them and as a consequence has a greater surplus for the elevator man to handle. The elevator operator who does not keep his plant up-to-date, and put himself in the best position to care for his trade, cannot long expect to continue without strong competition. The entire community demands it and as a public servant the elevator owner should furnish it.

The country elevator man is engaged in the highly honorable business of converting the surplus grain into cash and probably distributes more new money than any other class of men in the grain producing states. As he performs a real service he has no apologies to make for the position he fills. He gives value received for every dollar he gets.

Is it right that he should conduct his business solely for the benefit of his patrons? No law will be enacted in your time or mine which will legislate you into a profit. From the very nature of your business you cannot enter into a combine which will guarantee you a profit whether such combine be lawful or unlawful. I cannot advocate too great a profit as the attendant results would be as disastrous as no profit, but I do want to emphasize the fact that you are entitled to a reasonable profit, that you have no excuses to make to your customer for buying his grain on a profitable basis and that you are the man who must have the moral courage to do it. Do business on a reasonable margin or don't do it.

R. R. Hargis, traffic manager of the Indianapolis Board of Trade, was on the program for an address on Recent Developments in Transportation and said:

My subject is of such wide scope I will not attempt to cover it, but in the last year certain developments in the transportation field have been of interest to grain shippers. One matter is the recent 5% increase in rates. During the course of that hearing the attorneys dwelt at length of "free service." Now we have the proposed increased passenger rates, from 2c to 2½c per mile. This matter has been introduced into the Indiana House. Other matters are a charge for the expedited movement of freight, payment for warpage, loading and unloading of carload freight, reconsignments, etc.

Some of the suggestions advanced by the Interstate Commerce Com'n would revolutionize your methods of doing business. The National Industrial Traffic League is taking the lead in presenting the shippers' side of these questions. We have also had some action to increase the minimum on oats, which has met with opposition.

Following Mr. Hargis' talk resolutions were adopted as follows:

## THE MINIMUM WEIGHT ON OATS.

WHEREAS, the railroads are considering the increase of the minimum on oats, and

WHEREAS, the detriment to shippers would be great by this reason, therefore

BE IT RESOLVED, that we protest against the contemplated action and ask the sec'y of this ass'n, the sec'y of the National Ass'n and the secretaries of all other ass'ns to confer with the proper officials and use their best efforts to prevent this change.

Mr. Hargis: The charge of \$2 for reconsignment of cars is one of the largest increases in freight that I know of and in this market alone would mean an addi-

tional tax of \$50,000. The Indianapolis Board of Trade has filed a protest with the Interstate Commerce Com'n asking for a suspension of certain tariffs.

Another resolution was then offered as follows:

## RECONSIGNING CHARGE.

WHEREAS, a number of the common carriers, operating in Central Freight Ass'n Territory and Trunk Line Ass'n Territory have filed tariffs, many of which are to become effective Feb. 1, and some soon thereafter, providing for increases in the reconsigning of freight in transit, or after reaching destination, and

WHEREAS, this burden, in addition to the recent increases granted in rates, will seriously affect the people, and

WHEREAS, it is reported that numerous organizations thruout the country have filed petitions with the Interstate Commerce Com'n protesting against this increase, asking that the tariff be suspended, therefore,

BE IT RESOLVED, that it is the sentiment of this convention that the shippers should be given an opportunity to be heard in opposition to this increase, and that the tariffs should not become effective until the carriers have justified them, and be it further

RESOLVED, that a copy of this resolution be forwarded to the Interstate Commerce Com'n at once.

Pres. Deam: I think this resolution should be handed the Resolutions Com'tee to be passed upon at the proper time.

We deemed it advisable a short time ago to employ a firm of attorneys for matters pertaining to the claims dept, as our sec'y frequently has been compelled to call in an attorney for this work. In accordance with action taken at the last meeting we employed Jewett & Wild of this city, and Mr. Wild will address you.

Mr. Wild: Claims against railroads is a large subject. I have found that in dealing with the railroads on any proposition, and especially in the matters of claims for delay, they are a very hard set. They will not concede anything, but will

delay as long as possible, I think for no other reason than to keep from paying the interest that would accrue if they paid immediately. Sometimes they delay for a year.

We have made it a rule that we will not correspond with a railroad. We will write only one letter, and that for courtesy's sake. After that the sooner suit is placed on file the better, as if brot right up to the bar of justice they will give a claim attention. Whether or not you have selected the right firm, I think you have taken a step in the right direction in employing counsel for this purpose. I think our future relations will be mutually pleasant and profitable. In organization there is strength and when the railroads find there is an organization back of the man presenting the claim they will give it the attention it merits.

Hon. Eben H. Wolcott, Indianapolis: You will realize that this prefix "Honorable" has been placed before my name since leaving the grain business. It brings me back to the old atmosphere to speak with you once more. Intimately associated with your business is—*Hope*. No man not an optimist has any business in the grain trade. During my connection with the trade I was not a grain dealer; I was simply in the grain business. I started in trimming cars. It required six hours to trim a car, and 60 hours to get over it. I swallowed 57 varieties of oat dust. Now however, the grain business is a real business, tho frequently a matter of chance. It is on a scientific basis. You represent the most necessary part of the affairs of the state. While interested mostly in matters concerning you directly, your relationship with various interests of the state make you broad minded citizens, and as such I have presumed to discuss with you some phases of the state which affect you intimately.

We only pay taxes in Indiana twice a year, but that is twice that we swear. The tendency of the taxation burden has been to increase annually and you should inform yourselves thoroly as to existing conditions. You grain men are property owners, largely in real estate and improvements. The property in sight must necessarily bear the heaviest part of the burden. The raising of money by taxation is one question but the expenditure of that money is quite another. There are many reasons why the amount of money spent by the state should be greater each year and consequently that much more money has to be raised. We are out of step however, as the higher the rate of taxation becomes the lower becomes the value of property. The more property is undervalued the higher must be the rate to secure sufficient revenue. Our Indiana law states that all property must be assessed at cash value, but this is not done, due largely to the fact that we place valuations every 4 years.

Mr. Wolcott, who is a member of the state tax board, and the first president of the Indiana Grain Dealers Ass'n, concluded his talk with the reading of a paper showing where the Indiana system of taxation could be largely improved upon. The grain dealers of the state, while not directly mentioned, were interested in the subject from the viewpoint of real estate owners.

As Mr. Wolcott's paper was being concluded the Hon. Jim Goodrich, also serving the state at Indianapolis, entered the room, and was the next speaker called upon for an address.



H. H. Deam, Bluffton, Ind., Pres.



Hon. Jim Goodrich, Indianapolis: Everyone knowing anything of our tax laws must know that they need revision but under our present constitution the problem is not an easy one; still, the voters have declared that the constitution is good enough. The trouble lies with the people who are making the laws. The question never arises as to how we can cut expenditures, but it is always, "How can we raise money enough?" and the answer is always "Taxation." It costs our state and counties from 50 to 100% more to accomplish a thing than it would cost an individual. That's all on taxes.

I was up at Purdue recently, and carried away one fixed idea; the more grain raised in the state of Indiana the more you dealers will handle and the more money you will make. I was surprised at the wonderful possibilities that lay in the development of our natural resources. We talk much of their conservation, but still the average yield of corn in the state is only 39 bus. to the acre. A very slight increase in the productiveness of each farm would increase the wealth of this state by \$25,000,000 a year.

In Randolph county last year a cash prize of \$150 was given the man who raised the most corn on a 5-acre plot and nearly all of the 70 contestants averaged 100 bus. to the acre. This year 120 contestants averaged 108.9 bus.

Why not start a movement, statewide, to increase the yield of corn per acre by only 10 bus.? This would raise more money than could be spent by all the state institutions thruout the year. It is a question of growing 2 blades of grass where only one grew before. Germany, France and England, by long rotation of crops, are able to grow many times more grain to the acre than we do. Fertilizer does not accomplish this work; it is a question of rotation, and of mixing brains with the work. Encourage the farmer to use a little intelligence and we can soon double the production of our state and country. That kind of work is enduring, and one that we can well be engaged in.

To close the session the program called for short addresses on various subjects by ex-presidents and Tom Morrisson was the first man called upon. He said: Every member of this ass'n should endorse Mr. Witt's paper. If you can not get a profit out of the business you are in do not do it at all. Leave it for someone who knows how.

Hon. Ed. M. Wasmuth: I feel an apology is due you for my not being present at your convention oftener, but I am not as active in the business as formerly. It has been some years since I was president, I was one of the first, but when I look at the long list of distinguished gentlemen who have succeeded me, the years seem to weigh heavily upon my shoulders. I have never associated with a more active or honest set of men than those in the grain business, and know that while the business has its pleasant sides it has many discouragements. It has had many hazards and it is gratifying to know that these hazards are being eliminated by modern methods of business, brot thru ass'n work.

Percy E. Goodrich, Winchester: As Jim is the only member of our family who can talk, and goodness knows he does enough of it, I will say very little. Jim did not acknowledge that he was ever in the grain business, but he is just as guilty as I am. I got my first experience in the grain business in 1868, driving a blind horse around an elevator for two

days to unload a small car of wheat. We used tin buckets then about the size of our present seed buckets; only one bin to an elevator. I feel that this ass'n has a real purpose, and is of real benefit. I would suggest the continuing of district meetings, as by getting together at these little gatherings we learn many things. Tom Morrisson still runs these little meetings, but Tom can run anything.

Chas. A. Ashpaugh, Frankfort: It occurs to me that while Mr. Wolcott was right about our having a chance to vote for a different constitution, making easier the burden of taxation, a few papers such as his before the vote was taken, would have given much light. The results of the last election I dare say would have been different. We are sometimes asked by fellow dealers "What good is the ass'n to me?" If nothing else, the education gathered twice a year at Indianapolis is well worth the trip and the dues. We have just been educated along the line of taxation.

W. B. Foresman, Lafayette: I have been out of the grain business for some time, but expect soon to be back in the harness. However, I never had a clearer conscience than right now, but when I return to the grain trade I know I shall not be able to sleep nights.

Pres. Deam announced that A. E. Reynolds was in Washington looking after the interests of the grain trade and that Geo. C. Woods was in the Indiana assembly for the same reason.

P. S. Goodman, Chicago: I am not here in the guise of a solicitor as I have nothing to do with the soliciting end of the grain business. Our grain trade has reached such shape this year that most of us are afraid to discuss it, and I hope to find something here which will help me in solving some of the problems we are all trying to solve. It is regrettable that we have this year reached the condition where the consumer is protesting against the grain men, demanding that his export business shall be brot to an end. If it is not the consumer it is the producer who is after us, so between them we are like the wheat when it gets in the grinder, we are ground exceedingly fine. I would not like to see the government place an embargo on exports.

I am not against government investigations in the grain trade, because when they are thru they will find there is a higher type of methods employed in the grain trade than in any other. The trouble is, we are dealing in foodstuffs, and that is a delicate question. We handle

these foodstuffs at a smaller cost or percentage than any of the other foodstuffs are handled. If the dealers in vegetables or market produce were obliged to do business on the same margins they would have to do as we do, carry on a more honest method with their customers. The fact that our foodstuffs are largely imperishable helps us. But we are bound to be beset by all sorts of legislation.

Since reform movements have taken possession of the brains of all people we are finding a larger group of men to fight. Taxes are, of course, the most important thing we have to deal with, because they and death, alone, can not be escaped.

In Illinois every session of the legislature is devising some new buro to supervise some part of the people's affairs. We seem to keep pace with the government at Washington in establishing buros, and these are placed in charge of men whom you would not trust in your own business. And yet those men are placed in charge of institutions to investigate business men.

Cities are becoming worse in legislation than the government. Chicago established 5 additional buros in two years. One is the Public Service, for the use of the man who wants to kick against the cost of his electric light. Public Comfort was also established to look after the welfare of the people, with a woman in charge. And we are spending our funds for the holding of dances. We hire a hall and orchestra, pay ladies and gentlemen to be chaperons, and entertain a neighborhood. Now they want \$500,000 for the coming year to establish neighborhood settlements. It is the multiplication of these institutions that keeps constantly sapping us.

Jas. R. Guild, Medaryville: I am in harmony with the ass'n, the grain dealers, those who receive our products, and in harmony also with the railroads, so have really no grievance, unless it is the old thorn in the flesh well known to every dealer. In my community we have a number of transient people yearly each of whom seems to think he has a sort of claim on the grain dealer. He will come in and ask for money to pay the harvest help or buy materials to help him along to some future date. If he had not been educated elsewhere to believe that this was right he would not come to me for his loans. This matter is the Jonah under which most grain dealers labor. Today when our farmers are better educated, have automobiles, free deliveries, parcel post, telephones and the daily

#### Entertainment Com'te at Indianapolis.



Bert A. Boyd, E. K. Sheppard and Wm. C. Hayward.



papers it does not seem right that the grain dealer should be his banker.

B. F. Crabbs, Crawfordsville: I have been in the grain business in Indiana for 35 years and know that what Mr. Guild has said is absolutely true. We have many things to contend with but I believe the difficulties are becoming fewer right along. For one thing the farmer is living up to his promises a good deal better than formerly.

Bert A. Boyd, the popular treasurer of the ass'n, extended an invitation to all to be present at the evening session, promising to make it worth while.

Adjourned.

## Wednesday Evening Session.

After a number of selections by the orchestra Pres. Deam called the meeting to order, introducing Lee G. Metcalf, Illinois, Ill., Pres., Grain Dealers National Ass'n.

Pres. Metcalf: I want to pay a tribute to one of your Indiana grain men, A. E. Reynolds, of Crawfordsville. He did me the kindness to accept again the chairmanship of the Com'ite on Legislation in the National Ass'n. I wish to say that when you can get such a man as Mr. Reynolds, able, energetic, always at the command of the trade, to hold this position it is very gratifying. He is now in Washington taking care of grain trade matters. It has been an inspiration for me to come in contact with him.

In discussing ass'n work, it is not necessary for us to offer excuses for ass'ns. Men began to associate together way back in history. The great standard in this country is usefulness. Your ass'n will become great only as it becomes useful. When we realize our dependence upon our brother man then will the sentiment, "Man's inhumanity to man," become a thing of the past. In these organizations we have today our local, state, and national ass'ns. The ass'n member, if he be weak in one direction, his associating with fellow members strengthens him, likewise with a member who is weak in some things but exceptionally strong in others the rule should work the other way.

I wish to refer to your Claims Bureau. Three years as president of the Illinois Grain Dealers Ass'n almost made me a crank on the subject of claims. Every member should collect all of his claims thru the dep't; the moral effect of his so doing will be an influence for good. I know what such a dep't in the state of Indiana can do and trust you will give it your support.

Warren T. McCray, Kentland: I enjoy a charter membership in the National Grain Dealers Ass'n, to which body we really owe the existence of the Indiana ass'n. Thrice that ass'n honored me with its presidency, and the acquaintances made in that office have ripened into friendship. I recall when the grain dealer was not supposed to have anything to do with his competitor, often regarding him as all that was selfish and evil. Now that is the exception. Often the competitors are warm friends and each has confidence in the other. Years ago wild reports would gain circulation as to what was being done in competing markets, and not being able to confirm these reports we had much trouble. The telephone has now done away with all of that. We were never on such a high plane of business activity as at present.

Mr. McCray explained in detail the assistance rendered by the grain trade to the suffering people of Europe. Some time was also given to the explanation of prob-

lems confronting the state of Indiana with recommendations for overcoming them.

Pres. Deam then relinquished the chair for the evening in favor of the entertainment com'ite and an extensive vaudeville program was provided by the Indianapolis Board of Trade, after which punch was served.

Bert Boyd and his assistants on the entertainment com'ite furnished a delightful program for the evening session. A score of numbers made up one of the best vaudeville performances.

One of the features at the entertainment was a trip to the south in company with an elocutionist.

A mind reading professor, accompanied by his wife, was announced by Bert Boyd as able to read the mind of any one present, tell his name, past history, etc., still no one jumped out of the window in his hurry to escape. After holding the "congregation" in awe for a half hour someone asked the Professor what May wheat would do in the morning and broke the spell.

One very estimable grain man who journeyed forth to Indianapolis from the rural sections, received a hurriedly scrawled message from one of the local freight houses announcing the arrival of a box labeled "Hymn Books." The note closed with the request that he call for the box at once as it was leaking badly.

Two varieties of punch were "on tap," termed by Mr. Boyd as Tom Morrisson and H. H. Deam. The demand for both was about equal to the supply, but the Deam brand was nearly exhausted at the close.

## Thursday Session

Thursday's session was called to order at 10:00 o'clock, but less than 50% of the previous day's attendance was present. George Stebbins of Chicago was observed in the room and Pres. Deam called upon him for a few remarks.

George Stebbins, Chicago: We held a meeting in our city last week in regard to the inspection of the physical condition of cars. It is hard enough to collect claims from the railroads even when you have a complete report on the car's condition. Chicago receivers have felt for years that many cars arrived in poor condition, but believed that these were corrected before inspected, this repairing being done in the outer yards. Our weighmaster will now expand his dep't, placing men in the terminal yards to procure records of the condition in which cars arrive in the outside yards. This will make it easier to collect claims. The fee for this service can not be determined just now but it will not exceed 25c per car and may be as low as 15c. This police duty will give a shipper the complete record of cars up to the time they reach the elevators. Some of your corn moves east, but much of it comes into Chicago, and this corn will in the future have the benefit of the new system.

P. E. Goodrich, Winchester: Our firm would be glad to pay this extra amount because we know what Mr. Stebbins says is true. Four-fifths of all cars, except the new steel cars, are leaky. I think the Resolutions Com'ite should adopt a resolution in favor of this move by Chicago.

R. F. Scott, St. Louis: St. Louis has already adopted that outer belt inspection and finds it very effective in getting thru legitimate claims. The charge is 25c per car and well worth it; the shippers are all satisfied.

The L. E. & W. Ry. Co. sent a representative to address the meeting on the subject of the proposed increase in pas-

senger rates from 2c to 2½c per mile, and numerous statistics were given purporting to show why it was imperative that the railroads be granted the advance. Nothing was said about watered stock and bonds or further increases in freight rates. The convention was even asked to go on record as favoring the advance. Such nerve is wonderful.

Prof. George I. Christie of Purdue University, Lafayette, delivered an interesting lecture on crop improvement and illustrated his remarks with charts. The recent prize contests for the biggest yields of corn were detailed, after which Mr. Christie explained just how the same results could be accomplished on any farm in any county of the state. Rotation of crops, rather than the use of commercial fertilizer was recommended, the initial precaution of course being the selection of the right seed.

Pres. Lee G. Metcalf of the Grain Dealers National Ass'n followed Mr. Christie, and outlined briefly the work of the National Ass'n, urging that all would find it beneficial to become members, but advising a membership in the home state body before entry into the parent institution.

## Secretary's Report

Sec'y Riley read the following report covering the period from Jan. 15, 1914 to Jan. 15, 1915:

### RECEIPTS.

Cash on hand Jan. 15, 1914:	
Legislative Fund .....	\$ 68.07
General Fund .....	1,431.71
Dues .....	\$1,499.78
Dues additional stations.....	588.00
Directories sold .....	22.00
Exchange on drafts.....	70
Freight claims .....	2,088.09
Advertising in Directory.....	554.60
Arbitration .....	60.00
Belgium relief .....	147.20
Ind. Millers Ass'n Inv. pd. by	
Grain Dealers .....	12.50
Scale inspection .....	8.00
Total receipts .....	\$8,462.37

### DISBURSEMENTS.

Sec'y's bal. due on sal. from	
1/1/14 to 1/15/14.....	\$ 16.66
Sec'y's sal. from 1/15/14 to	
1/15/15 inc. ....	2,400.00
Sec'y's trav. expense.....	379.33
Stenog. sal. from 1/12/14 to	
1/11/15 .....	643.00
Freight claims .....	1,672.75
Printing 1,300 Directories.....	234.75
Printing, miscellaneous .....	141.70
Postage .....	200.62
Rent, teleg., telephone, station-	
ery, etc. ....	420.16
Legislative expense, postage,	
printing, etc. ....	41.05
Board Managers traveling ex-	
pense .....	95.45
Grain Dealers Nat. Ass'n dues	
from 1/1/14 to 7/1/14.....	\$103
Grain Dealers Nat. Ass'n dues	
from 7/1/14 to 1/1/15.....	100
Belgium Relief Fund.....	203.00
Arbitration expense .....	147.20
Convention expense .....	40.00
Refund on Adv. discount acct.	
membership in Ass'n.....	115.90
	3.20
Total disbursements .....	\$6,754.77
On hand Jan. 15, 1915.....	1,707.60
	\$8,462.37

Treasurer Bert A. Boyd's report confirmed Sec'y Riley's figures.

## Resolutions Com'ite Report

The following resolutions were drafted by the Com'ite on Resolutions and presented for adoption to the meeting. Adopted unanimously.

### Resolutions

RESOLVED, That, we are pleased to note the excellent financial condition of our Ass'n, and we recognize the efficient work of the officers in handling the affairs of the Ass'n.

RESOLVED, We recognize the efficient work of our Legislative Com'ite and especially the untiring efforts of the Chairman thereof, A. E. Reynolds, for the sac-



rices he has been and is making, in behalf of the Ass'n.

#### COUNTY AGENT LAW.

RESOLVED, That we recognize the value derived by the workings of the County Agent Law as now on our Statute Books and that Section 12 be left intact, and we do not favor an amendment proposed by Rep. Coons, which will impair the value and workings of this law, and

RESOLVED, That the Sec'y be instructed to place a copy of this resolution in the hands of each member, of the General Assembly of Indiana, and that the members of this Ass'n be urged to take this matter up with their Representatives.

#### INCREASE IN RECONSIGNING CHARGE

WHEREAS, A number of the common carriers operating in what is known as the Central Freight Ass'n and Trunk Line Ass'n Territories have filed tariffs, many of which are indicated to become effective Feb. 1, 1915 and some soon after that date, which provide for a material increase in the charge for reconsigning carload freight, either in transit or after reaching destination, and

WHEREAS, The commercial conditions surrounding the transportation of grain are such as to render the privilege of reconsignment peculiarly necessary to the efficient and economical handling of such traffic, for which reason any increase in the charge for this privilege will probably affect the grain trade to a greater extent than any other one class of traffic, and

WHEREAS, this burden, in addition to the recent increases in rates, will materially enhance the transportation cost of commodities that form the very basis of the food supply of the nation, thus vitally affecting the people as a whole, and

WHEREAS, It is reported that numerous organizations and Ass'ns of shippers throughout the country have filed petitions with the Interstate Commerce Com'ss'n, protesting against this increase, and asking that the tariffs be suspended pending investigation as to their reasonableness, therefore, be it

RESOLVED, That it is the sentiment of this convention that the shippers should be given an opportunity to be heard in opposition to this increase, that the tariffs should not be permitted to become effective until the carriers have justified them, and that this Ass'n place itself on record in support of the petitions that have been filed with the Interstate Commerce Com'ss'n, and be it further

RESOLVED, That a copy of these resolutions be forwarded to the Interstate Commerce Com'ss'n and the Public Service Com'ss'n of Indiana at once.

#### INCREASE IN OATS MINIMUM.

WHEREAS, We are advised that the railroads of this territory are considering the increase of the present car load minimum on oats from 48,000; and

WHEREAS, The detriment to shippers would be so great, by reason of a disturbing and breaking down of trade customs well established on a basis of 1500 bushels for a commercial car of oats; therefore be it

RESOLVED, That, we earnestly protest against the contemplated action and ask the Sec'y of the Grain Dealers National Ass'n, the Sec'y of this Ass'n and the Secretaries of all other Grain Dealers' Ass'ns to confer with the proper officials and use their best efforts to prevent this change.

RESOLVED, That a copy of this resolution be sent to the Chairman of the Official Classification Com'te at New York City.

RESOLVED, That it is the sense of this Ass'n that all shippers of bulk grain should put the actual weights on cards with dates of the loading, likewise the kind of scales on which weights are obtained, and post such cards in a conspicuous place in the car or on the grain doors thereof. Such cards should likewise have placed thereon a correct record of the seals attached to such car.

#### CONDITION OF CARS UPON ARRIVAL.

RESOLVED, That this Ass'n recommend to the Chicago Board of Trade that the Weighing Dep't thereof be requested to inspect condition of all cars upon their first arrival, inside of the inspection districts, and issue certificates as to the condition of such cars, together with a correct record of the seals found on each door.

RESOLVED, That said service, if it cannot be performed at current prices, that the same be performed at the ex-

pense of the owner not to exceed 25c per car.

RESOLVED, That we recommend to and urge all shippers to make correct record on the Bs/L of all seals placed on such cars and to call the attention of the consignees to such record, with request that the report of the seals found on such cars be made by such consignees as a part of the settlement papers.

#### MUTUAL FIRE INSURANCE LAWS.

WHEREAS, The mutual fire insurance laws of this state date back to 1852, and are not adapted to modern conditions or practices and

WHEREAS, There is no statute whatever at the present time providing for mutual casualty insurance companies, and

WHEREAS, By reason of the obsolete laws on one hand and the entire absence of legislation on the other, we and other employers, together with the entire insuring public of the state are being deprived of the benefits and savings of mutual insurance, therefore be it

RESOLVED, That we, the Indiana Grain Dealers' Ass'n, hereby declare ourselves in favor of a comprehensive mutual insurance act, which will provide for the organization and admission of all classes of mutual fire and mutual casualty insurance companies. The Sec'y of the Ass'n and the members of the Executive Com'te are hereby instructed to use their best efforts to secure the passage of such an act, and further be it

RESOLVED, That the individual members of this Ass'n use their personal influence with the Representatives of the Legislature, from their districts in support of such an act.

#### INDIANA EXHIBIT.

WHEREAS, Indiana is to have an agricultural exhibit in the Palace of Agriculture at the Panama-Pacific Exposition, and

WHEREAS, Indiana is one of the leading agricultural States of the Union, therefore, be it

RESOLVED, That this Ass'n contribute the sum of \$100 toward the publication of a booklet setting forth the industries and the agricultural and horticultural advantages of the state. To be distributed free at the Panama-Pacific Exposition under the direction of the Com'te of the State of Indiana.

#### CLAIM BUREAU.

WHEREAS, The claim Dep't of this Ass'n has been a very valuable aid in the collection of claims, for the members that have availed themselves of it, therefore, be it

RESOLVED, That the President of this Ass'n appoint a com'te to formulate a plan for the establishment of a Claim Bureau.

RESOLVED, That the thanks of the members of the Indiana Grain Dealers' Ass'n be extended to each of the speakers who have contributed so much to the success of the meeting.

RESOLVED, That the thanks of this Ass'n be tendered to the Indianapolis Board of Trade for the use of their rooms for the meetings and especially do we thank the Grain Com'te of the Board of

Trade in making the meeting a success and for the splendid entertainment provided for the evening of the 27th.

The following nominations were presented by the Nominating Com'te and unanimously elected:

Pres., H. H. Deam, Bluffton; Vice-pres., D. C. Moore; Treas., Bert A. Boyd, Indianapolis. To fill vacancies caused by two retiring from Board of Management, J. M. Couchner of Bennett's Switch and P. E. Goodrich of Winchester. Session adjourned.

#### Convention Notes

Minneapolis was represented by V. E. Butler; Louisville by G. B. Ballard, and Pittsburgh by J. A. A. Geidel.

Charles Knox and Wm. Cummins represented J. F. Zahm & Co., and distributed a large number of red letters.

C. A. Bartow of the Electric Grain Elevator Co., Buffalo, distributed a serviceable nickel-silver lead pencil as a novelty.

St. Louis sent R. F. Scott, G. C. Martin of Goffe & Carkner Co., T. A. Bryant, sec'y Missouri Grain Dealers Ass'n.

Buffalo was represented by Fred E. Pond, sec'y of the Corn Exchange, and C. A. Bartow, of the Electric Grain Elevator Co.

The Mutual Grain Co. distributed souvenirs in the form of cigars and Argentine corn (Indiana grown by Bill Hayward).

The second day of the convention the temperature dropped 30 degrees. The afternoon Gale, it was said, came from Cincinnati.

The Grain Dealers Fire Ins. Co., Indianapolis, donated identification badges, each member being presented with the novelty upon registering.

Just before the close of Friday's session Sec'y Riley saw an opportunity to "even old scores" with the reporters and called on those present for 5-minute orations.

Toledo receivers were represented by Wm. Cummins and Chas. Knox of J. F. Zahm & Co., J. W. Young of Young Grain Co., E. L. Southworth and John W. Luscombe of Southworth & Co.

Machinery men at the meeting were N. C. Webster and G. H. Baxter of the Richardson Scale Co., C. L. Hogle of the Invincible Grain Cleaner Co., and A. S. Garman of the Huntley Mig. Co.

The Safety Pin Rag, with its crooning Die Dee Dee melody, was said by some-

#### Indiana Ass'n Board of Managers.



John H. Morrow, E. E. Elliott, Chas. B. Riley, sec'y; H. H. Deam, pres., and John S. Hazelrigg.



one to have been composed by Sec'y Riley. Evidently the man who made the allegation was the recipient of a 7-boy calendar.

W. J. Mahood of R. D. Elwood & Co., Pittsburgh, was knocked to the pavement by an automobile on Wednesday and a small bone in his ankle broken. Mr. Mahood was able to return to his home on Friday.

Among the Chicagoans at the meeting were P. S. Goodman, H. C. Swanson of the Albert Dickinson Co., Geo. L. Stebbins, sec'y the Sowers Grain Co., N. C. Webster, E. F. Thompson of Lamson Bros. & Co., R. J. Sullivan, Logan & Bryan.

Thursday morning Pres. Metcalf of the National Ass'n and Sec'y Riley of the Indiana organization exchanged compliments, Mr. Metcalf alluding to the sec'y as "some man," while he in turn told of Mr. Metcalf's ability to cure ills simply by touch.

Baltimore sent H. E. Elgert of J. A. Manger & Co.; Detroit sent T. W. Swift, and J. A. Jossman of the Caughey-Swift Co., and Cincinnati was represented by John B. Woodin, Dan B. Granger, Lou. McGlaughlin and P. M. Gale of Gale Bros. Co.

Bert A. Boyd distributed two essays and a small paper gun as novelties. One of his essays was on the European war and the other, written by Mr. Boyd himself, was called "The End of the Passage" and proves that George Ade is by no means the only Hoosier of literary ability.

At the second day's session an effort was made to hold the summer meeting at Culver. Tom Morrisson strenuously objected, saying that Indianapolis was more centrally located, accommodations were better, etc. "Then, too," he added, "that big fish I was photographed with last year is all worn out and what is Culver without a big fish picture?" Sec'y Riley, however, states a new fish (made of rubber) has been substituted.

Among the shippers present were G. L. Arnold, Bluffton; W. H. Aiman, Pendleton; Chas. A. Ashpaugh, Frankfort; Chas. S. Anderson, Stockwell, and J. P. Allen, Sullivan.

J. E. and J. J. Batchelor, Sharpville; D. M. Blackmore, Greensburg; R. W. Barr, Chalmers; R. W. Baker, Crawfordsville; W. M. Bosley, Milroy; A. E. Betts, Frankfort; D. L. Brookie, Frankfort, and Mr. Brandenburg, Maxwell.

M. Y. Cassell, Dayton; J. M. Coucher, Bennetts Switch; H. E. Campbell, Stockwell; A. B. and R. F. Cohee, Frankfort; C. N. Clark, Whitestown; B. F. Crabbs, Crawfordsville; H. C. Clark, Shirley, and Mr. Carlton, Maxwell.

H. H. Deam, Bluffton; G. G. Davis, Tipton; G. A. Dorthy, Columbus; R. J. Dear-doff, Centerville; E. E. Elliott, Muncie; A. H. Flanagan, Crawfordsville; J. G. Fox, Manilla; Wm. Frank, Frankfort; F. O. Fit-ton, New Harmony; F. H. Farnsworth, Kokomo; W. B. Foresman, Lafayette; M. V. Groves, Hartford City; W. A. Gray, Kirkpatrick; J. F. Good, Warren; Percy Goodrich, Winchester; H. E. Garrison, North Grove; J. R. Guild, Medaryville; S. W. Gaunt, Earl Park; I. N. Gordon, Summitville; A. Gardner, Cottage Grove, and C. F. Gery, Colfax.

James Hughes, Brooklyn; J. S. Huffer, Yorktown; A. E. Hartley, Fowler; A. B. Hinshaw, Nora; C. Haywood and F. L. Hunt, New Richmond; E. Heise, Orleans; Fred G. Heinmiller, Lafayette; Elmer Hutchinson, Arlington; F. A. Hamill, Lafayette; H. G. Harting, Elwood; John Howell, Cammack, (Muncie p. o.); F. C. Hersman, Tipton, and James Hanna and W. H. Isenhour, Fountaintown.

Frank Kelley, Remington; J. J. Kellar, Frankfort; W. H. Leisure, Gwynnville; Cloyd Loughry, Monticello; Chas. Myers, St. Louis Crossing; J. H. Morrow, Wabash; Thos. Morrisson, Kokomo; G. M. Malsbarry, Darlington; W. T. Mc Cray, Kentland; A. J. Mc Fadden, New Waverly; S. F. Myers, Linnsburg; W. M.

Moore, Covington, and W. J. Mercer, Spiceland.

Wm. Nading, Shelbyville; C. L. North-lane, Union City; J. F. Nolte, Aurora; W. W. Pearson, Upland; John J. Puttman, Newport; J. B. Price, Crawfordsville; C. S. Pierce, Union City; C. S. Patten, Morristown; W. I. Petty, Kokomo; W. W. and H. W. Reimann, Greensburg; H. B. Seaward, Galveston; E. K. Sowash, Middle-town; C. F. Seaward, Kokomo; C. A. Stevenson, Frankfort; James H. Sample, Kirklin; A. D. Shirley, Lebanon; T. O. Stanley, Lyons Sta.; Chas. Sharp, Mc Grawsville; Hans Stolley, West Lebanon; D. A. Skinner, Stockwell; J. P. Shoe-maker, Daleville; W. D. Springer, Fort-ville; O. T. Stout, Paoli, and R. S. Stall, Thorntown.

E. Thompson, Brownsburg; Bennett Taylor, Lafayette; O. J. Thompson, Kokomo; B. E. Thornburgh, Martinsville; O. M. Thomas, Marion; C. E. Van Steenbergh, Manson; J. W. Witt, Lebanon; A. P. Wat-kins, Lincoln; C. F. Wall, Litzton; J. W. Waltz, New Palestine; H. G. Wolf, Morristown; N. E. Williams, Fairland; T. B. Wilkinson, Knightstown; E. M. Wasmuth, Roanoke; Fred Wood, Kokomo; W. W. Wilson, Earl Park; W. D. Wilhelm, Elwood; Wm. Wiedsmann, Frankfort, and F. D. Wright, Anderson.

## Individual Grain Exhibits.

Growing better and larger crops in Michigan is being boosted in the lobby of nearly every bank in the state, and the method is so simple and requires so little effort that grain dealers thruout the country could help the cause in a similar way.

The interests of the bank and the grain dealer in inducing the farmer to earn more money are mutual in that the success or failure of either depends largely upon the crops produced in the community.

The banks mentioned have arranged tables in the center of the lobby of each institution, arranging thereon labeled samples of the best grain grown by depositors and others, paying special attention to the display of the Boys Corn Clubs. These exhibits are seen by the farmers entering the banks and create more or less good natured rivalry. Were the bank officials to do nothing more than maintain these exhibits they would be accomplishing a great deal, but they go still further and offer the farmers valuable suggestions as to crop improvement.

With his thoro knowledge of grain, and with the facts and ideas sent out by Crop Improvement Buros, the grain dealer is in an enviable position to work among the farmers for better crops. He might do as the banks of Michigan are doing, devote space in his office to a table exhibiting the best grain grown in his vicinity, labeling it with the name of the grower and the amount grown to the acre. Crop improvement and corn club literature should be at hand for distribution among those interested.

CORN visible supply is now 34,150,000 bus.; against 16,505,000 bus. one year ago at this time. In addition, there continues a glut at distributing points, Chicago leading with 5,000,000 bu. in cars in railroad yards awaiting unloading. Eastern shipping demand buys on a hand-to-mouth basis and export bids, except on white corn, are decidedly out of line. It seems wholly unlikely there will be enough consumptive demand to absorb these overwhelmingly large local stocks. Farm consumption will suffer with the near advent of spring weather in the South and it is becoming increasingly evident that it is unprofitable to feed 80c corn to hogs. As this corn is all winter shelled, it will prove dangerous to carry it into the spring germinating season and those who take delivery will have to assume this contingency.—W. H. Perrine & Co.

## Crop Improvement

FIRST PRIZE for the biggest yield of corn per acre in Mississippi was awarded Richard Blevins, a student of Senatobia high school, who grew 95.8 bus.—B.

TEXAS Industrial Congress of Dallas is offering \$10,000 in gold to the farmers of that state to encourage the adoption of better culture methods, increased production and experiments in schools and homes. This is the 5th annual prize offer for large and better yields and is open to every grower in the state.

THE McLEAN COUNTY Better Farming Ass'n, Bloomington, Ill., has arranged with D. O. Thompson of Purdue University, for 3 years of educational work among the farmer members. Mr. Thompson will take up his new duties on April 1 and the ass'n has agreed to pay him \$12,000 for the 3 years.

BUCHANAN COUNTY, Missouri, celebrated farm week, Jan. 11 to 16 at Columbia and a large class of boys were given agricultural scholarships made possible thru donations of a number of firms, among which were the Chesmore Seed Co., St. Joseph Grain Dealers Exchange and the Mitchellhill Bros. Seed Co.

CROP IMPROVEMENT COM'ITE on Feb. 6 circularized a large number of Illinois schools with "rag doll junior" literature in an endeavor to interest scholars in the testing of seed corn. The circular is illustrated and contains 11 rules to be followed in making the test. When these rules are followed any child who is able to read can make the test.

TWENTY-FIVE crop experts started a campaign on diversification of Texas crops on Jan. 11 at Temple. The campaign is being promoted by the International Harvester Co., and the Pullman Co. has donated the use of a train of cars. The purpose of the campaign is to retain in Texas \$200,000,000 annually, now spent for products which could be grown in the state.

FIVE BOY CHAMPION corn raisers from Indiana have just returned from a sight seeing trip to Washington, D. C., expenses of the trip being paid by local organizations wishing to see the boys rewarded for their energy. Each of the boys grew more than 100 bus. of corn to a one-acre plot, the winner, Wayland Zieseness of Lake County, raising 108.75 bus., at a cost of 9.76c per bu.

J. W. McCORD, sec'y Ohio Grain Dealers Ass'n; Frank H. Tanner, sec'y of the Ohio Millers Ass'n, and Prof. E. G. Montgomery, of Cornell University, served as judges at the students grain show at Ohio State University, Feb. 2. "Grain Day" was an incident of Farmers' Week at this university. Nearly 1,500 farmers and farmers' wives from over the state were registered for the special course of instruction that had been arranged, covering every phase of farm life. In addition there were many visitors. Official invitation had been extended to the Grain Dealers and the Millers Ass'ns and there was a good response by the membership.—J.

NORMAN B. REAM, one of the ablest financiers in the world, who was well known to the Chicago grain trade, died Feb. 9 in New York City, following an operation for intestinal trouble. He came to Chicago in 1871 and engaged in the live stock and grain commission business. Until 1881 he was a big factor on the Board of Trade.



# Grain Trade News

## ARKANSAS

Arkadelphia, Ark.—The Arkadelphia Mlg. Co. has installed motors and will operate entirely by electricity.

Arkansas City, Ark.—The report that Reynolds, Post & Reynolds have completed a new elvtr. here is incorrect. They have a small warehouse here and have built an addition to it.—H. H. Hill, sec'y, Arkansas City Mlg. Co.

Marked Tree, Ark.—E. Ritter is interested in the organization of a farmers elvtr. company to build an elvtr. here. He is one of the largest landowners in this vicinity and will cut his cotton acreage to from  $\frac{1}{2}$  to  $\frac{3}{4}$  of what it was last year. Other farmers will do the same and a grain elvtr. will be needed.

## CALIFORNIA

Hanford, Cal.—All grain is sacked here and we do not need elvtrs. We have large warehouses instead. We are building a warehouse and may build a larger one than this later.—F. E. Newton, sec'y Hanford Merc. Ass'n of Hanford.

## CANADA

Magrath, Alta.—The Ellison Mlg. Co. will build an elvtr.

Carlstadt, Alta.—The elvtr. of the West Grain Co., containing 5,000 bus. of wheat, burned recently; loss, \$20,000.

Peterboro, Ont.—The Quaker Oats Co. is making many improvements in its plant and has built several additions.

Russell, Man.—The elvtr. of the Imperial Elvtr. Co., Ltd., containing 8,000 bus. of wheat and 6,000 of oats, burned recently.

Indian Head, Sask.—The elvtr. of the Winnipeg Elvtr. Co., containing 30,000 bus. of grain, burned Jan. 22 and is a total loss.

Toronto, Ont.—Jas. R. Ness, formerly in the grain trade at Montreal and Ottawa, is now with the Niagara Grain & Feed Co., Ltd.

Walkerton, Ont.—W. G. Searle for many years a partner of H. Pletsch, in the Walkerton Flour Mills, has withdrawn from the company.

Fort William, Ont.—The Ogilvie Flour Mills Co. has let contract to the Barnett-McQueen Co. for a 750,000-bu. addition to its elvtr. here. The work will cost \$200,000.

Macleod, Alta.—The Macleod Flouring Mills, Ltd., has leased the elvtr. of the Alberta Co-operative Elvtr. Co. and will operate it while the elvtr. recently burned is being rebuilt.

Winnipeg, Man.—Curb trading on the Grain Exchange or its precincts was prohibited Feb. 2, by the directors of the exchange. It is said that curb brokers have been very active of late.

St. John, N. B.—We have in mind plans in reference to the building of an elvtr. here, but the proposition has not been completely settled.—C. A. Hayes, gen. traffic mgr. Intercolonial Ry. Co.

Montreal, Que.—All of the officers of the Corn Exchange were elected by acclamation, Jan. 27, at the annual meeting. W. H. D. Miller succeeded A. Geo. Burton as pres. Other officers elected are treas., T. H. Reeves; com'te of management, W. A. Coates, Hy. Wheatley, Paul B. Earle, F. E. Hall, John Scott, R. E. Calder, A. M. Taylor; board of review, Jas. Carruthers, chairman; C. B. Esdaile, Alex. McFee, E. S. Jacques, H. W. Raphael, Edgar Judge. The office of vice-pres., is according to custom, filled by the chairman of the managing com'te, who will be appointed at its first meeting.

Calgary, Alta.—The Western Canada Flour Mills Co. has extensively improved and repaired the plant it acquired from the Western Mlg. Co. and will put it into operation Mar. 1. It has also rebuilt the oat meal mill taken over from Brackman-Kerr Co. and will have it ready for operation at an early date.

Montreal, Que.—Since Jan. 1, the Harbour Com's'ners have been insuring at their own expense all grain stored at the elvtrs. for the first 20 days of storage, the insurance for subsequent periods to be effected by the com's'ners, but at the expense of the owners of the grain. The Corn Exchange has decided to ask the com's'ners to communicate to those interested the schedule of charges for insurance after the 20 days free storage, and further, to ask that when documents covering grain in the harbor elvtrs. changed hands it might be possible to have the amounts of the insurance premiums accrued noted on the documents, to enable buyers and sellers to fix their liability.

Toronto, Ont.—At the recent hearing before the board of grain com's'ners in reference to the responsibility of shortages in grain shipments between ports at the head of the lakes, C. Bowen, chief inspector of the weigh scales at the government elvtrs., testified that east of the head of the lakes there was practically no government inspection of inbound grain at the elvtrs. and that many of the scale men worked from 17 to 18 hours a day and some times in rush reasons 24 hours without a rest. He also testified that frequently one man had more scales to look after than he could attend to, citing a case at Kingston where one man had 8 scales to take care of. At times one man will have charge of both the inbound and outbound weighing.

Winnipeg, Man.—James Bedford Campbell, whose business was liquidated last June and whose creditors claimed \$100,000, is again in trouble. On Jan. 26 he was arrested on a charge of stealing terminal warehouse receipts from Wiley & Co., who also have offices in the Grain Exchange Bldg. The receipts are alleged to cover shipments of \$2,398.50 worth of grain. He was released Jan. 28 on \$50,000 bail. The three receipts that form the basis of the accusation against him are theft of terminal warehouse receipt issued by the Grand Trunk Pacific Elvtr. Co., Ltd., June 27, 1914, representing 735 bus. and 40 lbs. of wheat. Theft of two terminal warehouse receipts issued by the Port Arthur Elvtr. Co., Ltd., dated June 26 and 27, 1914, representing 985 bus. 40 lbs., and 751 bus. 30 lbs. of wheat. New charges were brot against him Feb. 4, when the first hearing of the case was held. The total amount of the terminal receipts taken is now said to be over \$6,000. Most of the receipts are the Grand Trunk Pacific Elvtr. Co. and are made out to the Atlas Elvtr. Co. at Fort William. The case will come up for a second hearing Feb. 10.

## COLORADO

Denver, Colo.—We have not moved our headquarters from Stratton, Neb., to this city but we have opened a Denver office and are handling our western business thru it. We find that we can do so to better advantage.—F. J. O'Donnell, sec'y O'Donnell Grain Co.

Fleming, Colo.—The Farmers Co-operative Elvtr. Co. recently bot the elvtr. of the Farmers Elvtr., Mfg. & Supply Co. S. J. White, who was mgr. for the old company, is now traveling for the Colorado Elvtr. & Grain Co. of this city. Our officers are X. A. Lambert, pres.; John H. Acott, vice-pres.; W. A. Cooney, sec'y-treas., and myself mgr.—Russell Molloyhan.

Denver, Colo.—T. F. Savage, Jr., son of Mgr. T. F. Savage of the Hungarian Mlg. & Elvtr. Co., was recently married to Miss Pauline Maltby.

Axial, Colo.—We are informed that the elvtr. to be built on the Riley Hamilton Ranch is to be used for the handling of the grain used by Mr. Hamilton for his stock business. He is not located near a railroad and could not ship out grain, being over 20 miles from a station.—Steamboat Mlg. & Power Co., Steamboat Springs.

## IDAHO

Coeur d'Alene, Ida.—G. O. Dart, mgr. for the Coeur d'Alene Grain & Mlg. Co., has resigned.

Nez Perce, Ida.—Z. A. Perkins, for 25 years engaged in the grain business here and at Palouse City, died recently at Vancouver, Wash.

Amsterdam, Ida.—It is reported that a mill and elvtr. will be erected at this point. Stephen Bros. and C. E. Holderman are interested.

American Falls, Ida.—Davie Grain & Feed Co., Ltd., incorporated to buy, grade, pack and sell seeds, grain and live stock; capital stock, \$30,000.

## ILLINOIS

Elwood, Ill.—John Coldwater is now mgr. of the Farmers Grain Co.

West Brooklyn, Ill.—W. J. Long is again mgr. for the Farmers Elvtr. Co.

Norwood, Ill.—Wm. McReynolds is agt. for W. A. Fraser, Jr., at this point.

Alexis, Ill.—O. E. Williams is now agt. for W. A. Fraser, Jr., at this station.

Joy, Ill.—Orin Ogle has closed his grain business at this station and at Arpee.

Topeka, Ill.—The McFadden Grain Co. contemplates the erection of an elvtr.

Peoria, Ill.—G. C. McFadden, of Havana, has applied for membership in the Board of Trade.

Delavan, Ill.—The Farmers Elvtr. Co. has increased its capital stock from \$8,000 to \$30,000.

Lee Center, Ill.—I will build a small elvtr. this spring.—A. F. Jeanblanc, successor to King Grain Co.

Wayne (Delavan p. o.), Ill.—The Farmers Elvtr. Co., of Delavan, will probably build an elvtr. here.

Dailey (Penfield p. o.), Ill.—The Farmers Elvtr. Co. has increased its capital stock from \$11,000 to \$12,000.

Victoria, Ill.—The Farmers Elvtr. Co. has decided not to sell its elvtr. as has been currently reported.

North Henderson, Ill.—Frank Mathers is agt. for the Neola Elvtr. Co. which is building a new house here.

Albany, Ill.—Chas. M. Hoover will start work on his new elvtr. and corn cribs as soon as the weather permits.

Manns Ferry (no p. o.), Ill.—Farmers will build an elvtr. here on the C. B. & Q., near the Spoon River crossing.

McLean, Ill.—There is no change in our firm as has been reported.—U. N. Hieronymus, mgr. Darnell & Spencer.

New Holland, Ill.—Richster & Hunter recently bot the elvtr. of D. M. Burner and have retained P. D. Bell as mgr.

Industry, Ill.—Bain Sullivan, mgr. for Sullivan & Jewison, was married Jan. 26 to Miss Dorothea Strum of Macomb.

Viola, Ill.—Farmers here are talking of organizing an elvtr. company to either build or buy an elvtr.—B. L. Christy.

Keyesport, Ill.—I am mgr. of the C. B. Munday Elvtr. here. We operate as the Litchfield Mill & Elvtr. Co.—Guy Hensley.

Ocoya (Pontiac p. o.), Ill.—P. A. Grotevant has resigned as mgr. of the Farmers Elvtr. Co. and will leave the company, Feb. 15.

Burgess, Ill.—We have installed an electric motor in our elvtr. doing away with our gasoline power.—J. C. Boyer, Center I. br. Co.



Monmouth, Ill.—Dan. Q. Webster, agt. of the Platt Grain Co., has retired and is now on the road for a grain com's'n house.

Equality, Ill.—Equity Farmers Exchange, incorporated; capital stock \$5,000; incorporators I. White, N. Davenport and Geo. Vinyard.

Holmes Crossing (no p. o.), Ill.—We will build at this crossing, which is 2½ miles from Delavan on the I. C.—H. B. Price, Farmers Elvtr. Co., Delavan.

Gifford, Ill.—I am now mgr. for the Gifford Elvtr. Co. Was formerly engaged in the grain business with my father, Fred Rose, at Homer.—E. J. Rose.

Jerseyville, Ill.—P. J. Fleming has bot the elvtr. of the Farmers Elvtr. Co. and will thoroughly overhaul and repair it. Andrew Schreiber will remain as mgr.

Whitaker (Grant Park p. o.), Ill.—Geo. LaRocque is pres. of the Farmers Grain Co., Aug. Huesing vice-pres. and Herbert Neff sec'y-treas.—E. L. Jarvis, mgr.

Ridgefarm, Ill.—The Farmers Elvtr. Co. will move its corn crib away from the elvtr. so as to eliminate fire hazard. An addition to the office may also be built.

Oakley, Ill.—D. A. Merris was elected pres. of the Farmers Elvtr. Co. at the recent annual meeting. Other officers are B. M. Hiser, sec'y, and Edwin Huff, treas.

Pekin, Ill.—The Pekin Farmers Elvtr. Co. is defendant in a suit brot by the Burrell Engineering & Construction Co. to recover \$500 for the use of plans for the new elvtr.

Keensburg, Ill.—Shultz & Bump have dissolved partnership and Mr. Schultz has purchased his partner's interest in the elvtr. here and the property at Cowling for \$5,000.

Pinckneyville, Ill.—Stanley G. Smith has succeeded his father, D. S. D. Smith, with the Pinckneyville Mfg. Co. The elder Smith has been with the company 25 years.

Sidney, Ill.—Officers of the Sidney Grain Co., which were recently elected, are E. J. Anders, pres.; J. W. Bockock, vice-pres.; J. O. Woodard, treas., and Fay R. Best, sec'y.

Woodland, Ill.—Wm. T. Cavitt has bot the interest of Geo. W. Cavitt in Cavitt Bros. The name of the firm will not be changed, the owners now being C. O. and W. T. Cavitt.

Adrian, Ill.—New officers of the Adrian Elvtr. Co. are J. C. Booze, pres.; Ralph Wooley, vice-pres.; J. D. Whitcomb, treas., and J. A. Whitcomb, sec'y. H. I. Marks remains as mgr.

Shabbona, Ill.—Altho we have sold the old elvtr. of the company and it will be wrecked, we still operate a 50,000-bu. elvtr. here. I am agt.—C. E. Thompson, Neola Elvtr. Co.

New Holland, Ill.—D. M. Burner, for many years in the grain trade at this station, died Jan. 16, at the age of 73. He entered the grain business in 1876 and retired only a few weeks ago.

Sutter (Hopedale p. o.), Ill.—J. Henderson has been elected pres. of the Sutter Grain Co. The company is considering the building of an electric line thru this territory. Elton Graff is ass't mgr.

Beaverville, Ill.—The report that an elvtr. burned at St. Mary's or St. Mary's of the Woods, referred to the elvtr. of H. Lambert at this point. This station was for years called by the names mentioned.—F. G. Heinmiller, La Fayette.

Galesville, Ill.—Roy H. Jones & Co. have bot the two elvtrs. of Chas. H. Shelby and will wreck one of them, building a new house on the site this spring. They have been operating both houses under lease. Walter Dillavon will be retained as mgr.

Cairo, Ill.—The following officers were elected at the recent annual election of the Board of Trade: Oris Hastings, pres.; W. H. Sutherland, vice-pres.; W. G. Cunningham, sec'y; L. H. Block, treas., and H. E. Halliday, Ex-Pres. H. S. Antrim, P. T. Langan, W. H. Wood, R. A. Allen and J. B. Magee, directors.

Peoria, Ill.—J. M. Harker, supervisor of weights for the Board of Trade for many years, has resigned, and Clay Johnson, formerly official scale inspector of the exchange, has been appointed to succeed him. Mr. Harker will spend the winter in California. F. B. Tompkins has been re-appointed chief inspector and Sec'y Lofgren will be registrar for the coming year. T. C. Harker is the official market reporter.

Taylor Ridge, Ill.—C. H. Wayne, of Reynolds, whose elvtr. at this station burned May 17, 1912, has brot suit for \$6,000 against the C. R. I. & P. Ry. Co. for the destruction of his elvtr., which he alleges was due to fire caused by sparks from an engine of the railroad company. He claimed that the building was situated 20 ft. from the railroad tracks, and charged the blaze was due to the negligence of the railroad company.

Nelson, Ill.—The S. C. Bartlett Co., of Peoria, operating an elvtr. at this station, recently brot suit against John Emmitt for breach of contract in the delivery of several hundred bus. of wheat at 72c per bu. The company alleged that it made advances on the strength of the contract and on failure of Mr. Emmitt to deliver the grain, suffered a loss in the advance of the market price. The plaintiff was awarded judgment for \$35 and costs.

Walnut, Ill.—August Hasenyager was given a judgment of \$15 against the Walnut Grain & Elvtr. Co., Jan. 21. The judgment was the result of a suit brot by the grain company to recover \$40 from Hasenyager, alleged to be due for feed and grain purchased by him. Hasenyager claimed an offset, alleging that he had a bill against the company for labor. In the original suit in the justice court the grain company was awarded the amount, but the circuit court gave the judgment to Hasenyager. Former Mgr. Meisenheimer of the grain company was the principal witness for Hasenyager.

Passenger traffic officials of Illinois railroads are now campaigning over the state in the interest of an amendment to the state law, which will permit an advance of intrastate passenger fares. It has been suggested quite frequently that the railroads squeeze the water out of their stocks and bonds, and they would then have enough money from existing rates to pay good dividends and interest. No one has yet advanced any good reason why the public should pay enough freight or fares to support two or three sets of stockholders, in addition to watered stock. The stockholders have the stock promoters to blame, not the public.

Springfield, Ill.—In addition to Kane, Carroll and Whiteside counties which have already been placed in quarantine on account of the recent outbreaking of new cases of hoof and mouth disease, Governor Dunne, on Jan. 27, declared the counties of Ogle, Bureau, Du Page, Lee, Will, Jo Daviess, Stephenson, De Kalb, La Salle, Mercer, Warren and Menard in close quarantine. The proclamation further stipulated that "no movement of grain, hay, straw, fodder or similar products shall be permitted from or within said quarantine areas, except upon permit issued by an Ass't State Veterinarian. The employment of custom corn-shelling, shredding, wood-sawing, clover hulling or similar outfits is prohibited." On the following day the order was modified in reference to grain in elvtrs. and it was explained that elvtr. business would not be greatly effected by the order as all grain now in elvtrs. can be moved without written order but farmers in the quarantined counties must not buy or sell grain. In Adams, Boone, Cass, Champaign, Cole, Cook, DeWitt, Douglas, Edgar, Ford, Fulton, Grundy, Hancock, Henderson, McDonough, Knox, Iroquois, Kendall, Lake, Livingston, Logan, McHenry, McLean, Macon, Marshall, Morgan, Moultrie, Piatt, Putnam, Sangamon, Vermillion and Woodford counties the grain quarantine applies to all farms within a radius of 5 miles from any quarantined farm.

Bloomington, Ill.—On Feb. 1, the Worth-Gyles Grain Co., with offices in this city, Pontiac and Springfield, took over the office of Logan & Bryan which has been under the management of J. H. Hamilton. Forrest Gyles will be mgr. here and W. A. Worth will be in charge at Pontiac.

## CHICAGO NOTES.

The rate of interest on advances for February has been fixed by the directors of the Board of Trade at 5½%.

Lamson Bros. & Co. have announced to the trade that on Feb. 1 Harry H. Lobdell was admitted to partnership in the firm.

The 3-story elvtr. of the Howard H. Hanks Co., containing several thousand bus. of grain and poultry food, burned Feb. 9. Loss, \$65,000.

Emil Garneau, for a number of years with the Bartlett-Frazier Co., is now with the Armour Grain Co. W. C. Jacobs, formerly with Logan & Bryan, has succeeded Mr. Garneau.

CHICAGO CALLERS: T. A. Bryant, sec'y Missouri Grain Dealers Ass'n, St. Louis, Mo.; H. H. Palmer, Hillsdale, Ill.; David J. Price, engineer cereal dust explosions, Buro of Chemistry, Washington, D. C.

Theo. Sedlmayr has been promoted to the office of gen. mgr. of the Fleischman Yeast Co. He was formerly in charge of the malting plant of the company. He has applied for membership in the Board of Trade.

A meeting of the non-resident members of the Chicago Board of Trade will be held at the La Salle Hotel, Feb. 22. The meeting of the Board of Directors will be held Feb. 20. Four directors are to be elected.—Geo. Cole, pres.

The Board of Trade Clerks Fellowship Club elected Robt. W. Darcy pres. at its recent annual meeting. Other officers elected were Ray Burke, vice-pres.; John M. Sheeren, sec'y-treas., and John Spellman, J. Wm. Collins, Emil Newman, Thos. Costello and Roy McNellis, directors.

The steamer M. A. Bradley, which was on the bottom in the river at South Chicago for two weeks, was floated Jan. 10 after lightering 20,000 bus. of corn. Examination showed 32,000 bus. to have been wet, and the damaged corn is being unloaded into cars at the ore dock of the Iroquois Iron Co. and sold for the underwriters by T. C. Warkman of Milwaukee.

Henry G. Strassheim, pres. of the Strassheim Hay & Grain Co., who was seriously injured, Dec. 19, 1913, when struck by a street car, has brot suit against the Chicago Railways Co. for \$30,000 for personal injuries. Mr. Strassheim was so badly injured that his life was despaired of and he has been in the hospital for months. He alleges that his doctor bill alone amounts to \$2,000.

Lamson Bros. & Co., plaintiffs in a suit against Lawrence J. West, an elvtr. owner, to foreclose a mortgage given to cover a deficit in grain margins, were given a favorable decision by Master in Chancery Stone of Bloomington, who denied the contention of the defendant that it was a gambling transaction and held that the contracts were not gambling contracts within the meaning of the law.

Applications for membership in the Board of Trade have been made by Jos. S. Tomenson, Phil R. O'Brien, W. H. Vansant, Theo. Sedlmayr, James Murphy, G. D. Hopkins, W. J. Kemp, Geo. H. Clearman and Henry Stemper. The following have been admitted to membership: W. P. Mackenzie, Emmett C. Adams, Jr., Burt P. Munson, Wm. H. Cunningham and Gilbert G. Rosino. The memberships of Frank Luckman, Earl G. Rapp, Ed. J. H. Kriege, Martin Kennedy, Watson F. Blair, Irving D. Updike, Chas. H. Wacker, Arthur F. Stevens and S. Grabenheimer and the estates of John J. Brady and Robt. F. Cummings were posted for transfer. Memberships have made a wonderful raise in price in the last two weeks and reach the highwater mark of \$3,000 net to buyer. The range was from \$2,550 to \$3,000.



I have established a freight brokerage office and will specialize in grain, full cargoes and parcels. A New York office has been opened in the Produce Exchange, New York City, and Oliver P. Caldwell is in charge there. The J. H. W. Steele Co. is the Galveston and New Orleans correspondent. Our Chicago office is in Webster Bldg.—John T. Sickel.

The following bulletin was posted Feb. 1 by J. S. Brown, mgr. transportation dept. of the Board of Trade: The Wabash R. R. will absorb all of connecting line switching charges on grain for Chicago from competitive stations west of the Mississippi River. At present the Wabash, as an inbound carrier, does not absorb all of these charges in Chicago on grain from such stations. The railroad will absorb the entire switching charges of connecting lines serving elvtrs. or industries in the Chicago district; also the intermediate charges, if any, on all grain consumed locally in the Chicago district or reshipped by lake. Effective Mar. 4.

## INDIANA

Sheldon, Ind.—E. A. Smith is now mgr. of the Sheldon Equity Exchange.

Bowling Green, Ind.—We have succeeded Eoyer & King.—J. R. Weidner, Bowling Green Mfg. Co.

Collins (Columbia City p. o.), Ind.—I do not know of any plans to build an elvtr. here.—H. T. R.

Converse, Ind.—Harry G. Flynn of the firm of J. E. & H. G. Flynn, died Jan. 24, of heart failure.

Rolling Prairie, Ind.—We expect to put in a new sheller and will remodel our dumps.—Bassett & Loomis.

Evansville, Ind.—The fire of Jan. 18 was not in our elvtr. but in the wheat receiving warehouse.—Igleheart Bros.

Metamora, Ind.—F. E. Bagley has sold his elvtr. here. He will probably re-engage in the grain business later.

Kokomo, Ind.—F. A. Wood and W. I. Petty, operating as the Kokomo Grain Co., have succeeded E. O. Lloyd.

Fremont, Ind.—C. L. Eesley, of Lebanon, O., has bot the plant of the Hammel Mfg. Co. and will take possession Mar. 1.

Thorntown, Ind.—R. S. Stall & Co. have their new 12,000-bu. elvtr. nearly completed. Electric power will be used.

Taylorsville, Ind.—The elvtr. of John Hill has been completed and is now in operation. L. J. McMillan had the contract.

Needham, Ind.—The elvtr. of E. M. Fisher has been completed and is now in operation. L. J. McMillan had the contract.

North Grove, Ind.—We have sold our elvtr. to Ackerman Bros., of Amboy, and L. R. Wolford, of Lyons. The new company will take possession Apr. 1.—The Garrison Grain Co.

Kingsland, Ind.—The Farmers Equity Union has been organized and will build an elvtr. Temporary officers are H. Weisshaupt, pres.; Edward Saurer, vice-pres., and W. M. Burnett, sec'y-treas.

Walcott, Ind.—The new elvtr. of the Farmers Elvtr. Co. has been completed and is now in operation. C. C. Dawson is pres. of the company and delivered the first load of grain to the new house.

Evansville, Ind.—We will rebuild the warehouse burned Jan. 18. We were not occupying the building at the time of the fire, having leased it to Igleheart Bros. The fire was due to an overturned stove and the building was damaged to the amount of \$1,000. It was insured.—The Edw. F. Goeke Co.

Bentonville, Ind.—J. S. Hazelrigg sold his elvtr. here to T. J. Connell of Milton, and Mr. Connell has sold a half interest in this elvtr. and the elvtrs. at Milton and Beason sta. to Mr. Anderson, of Richmond. They have incorporated the Connell-Anderson Grain Co.; capital stock, \$24,000. Mr. Anderson will reside at Milton and manage that station.

North Grove, Ind.—We still own and operate our elvtr. at Milton Center, O., tho we have sold the one here. I shall probably go back into the grain business. Will be located at Converse after Apr. 1.—H. E. Garrison, Garrison Grain Co.

Beech Grove, Ind.—With the return of spring, it is reported that H. E. Kinney, of Indianapolis, will resume work on the elvtr. started here some time ago. The foundations were finished when Mr. Kinney decided to wait a while before completing the building.

Pleasant Lake, Ind.—T. J. Ferris has let contract to the Reliance Constr. Co. for a 15,000-bu. elvtr. to be equipped with wagon and automatic scales, 2 stands of elvtrs., 2 dumps, warehouse separator, seed cleaner, an 80-bu. dormant scale and complete feed grinding machinery.

Logansport, Ind.—The elvtr. of the Logansport Land & Improvement Co. is nearing completion. The house is of studded construction, on a concrete foundation and has a capacity of 25,000 bus. J. A. Horn has the contract. Officers of the company are Geo. W. Seybold, pres., and Jos. Long, sec'y. As soon as the machinery has been installed the house will be put into operation by Chas. McCormick & Son, who have leased the elvtr.

## INDIANAPOLIS LETTER.

The Capital Grain Co. and the Files Thomson Co. are now out of business at this market.

The Gale Bros. Co., of Cincinnati, O., have opened an office in the Board of Trade Bldg., with P. M. Gale in charge.

E. W. Bassett, of the Bassett Grain Co., which is now out of business, has been suspended from membership in the Board of Trade.

The Indianapolis Board of Trade has opened its trading floor with 12 tables for cash grain handlers and commission merchants. E. W. Wagner & Co. furnish the markets.

Jordan & Scholl will build a 120,000-bu. reinforced concrete storage addition to their new cleaning elvtr. and will double the bin room of the house. The work will be done in the spring.

Following the example of their New York brothers the state brotherhood of threshermen has passed a resolution endorsing the passage of a law granting the owners and operators of threshing machines a right to a lien on the grain threshed by them.

W. J. Kemp, formerly on the road for the Urmston Grain Co., has opened an office in the Board of Trade Bldg. and will represent Lamson Bros. & Co. of Chicago at this market. He has applied for membership in the Board of Trade of this city and of Chicago.

H. B. 146, introduced in the house by Representative Parrish, provides for annual licensing by secretary of state of all commission men and establishing a system of investigation and regulation of commission men by secretary of state or his deputies. It has been referred to the com'te on agriculture.—H. B. 45, recently introduced by Representative Waltz providing for the organization of boards of examiners to examine and license stationary engineers, was indefinitely postponed.

## IOWA

Stanhope, Ia.—The Farmers Elvtr. Co. will increase its engine power.

Decorah, Ia.—J. W. Waters is now mgr. for the Farmers Co-operative Society.

Lohrville, Ia.—Wright & McWhinney are installing a No. 10 Boss Car Loader.

Ackley, Ia.—We have succeeded J. C. Lusch & Co.—Fred E. Trainer & Co.

Cornell, Ia.—Farmers are interested in the organization of an elvtr. company.

Kirkman, Ia.—W. F. Maywald is now mgr. of the Farmers Grain & Merc. Co.

Bagley, Ia.—H. W. Cramer is again mgr. for the Farmers Elvtr. Co., with Jas. Gavin as ass't.

Garner, Ia.—Fred Steiff has succeeded F. H. Barnes with the Farmers Elvtr. Co.

Mt. Union, Ia.—The Farmers Elvtr. Co. may build a 25,000-bu. elvtr. this spring.

Rake, Ia.—The Farmers Elvtr. Co. has installed a new engine and resumed business.

Otranto Station, Ia.—J. M. Huber, of Meltonville, has bot the elvtr. of N. E. Fedson.

Grinnell, Ia.—F. E. Mintie has succeeded W. H. Ahrens as mgr. for the Farmers Elvtr. Co.

Dow City, Ia.—H. G. Scott has bot the elvtr. of Chris Vollerson and will take possession Apr. 1.

Boulton, Ia.—The new elvtr. of J. B. O'Malley has been completed and was put into operation Feb. 1.

South English, Ia.—E. M. Bosloque has succeeded W. D. Grove as pres. of the Farmers Grain & Lbr. Co.

Kellogg, Ia.—Thos. Vinall will be temporary sec'y of the Farmers Elvtr. Co., Sec'y J. Crever having resigned.

Rolfe, Ia.—Work has started on the new elvtr. of the Updike Grain Co., built to replace the house burned Nov. 23.

Waucoma, Ia.—J. E. McEnaney is putting a basement under his elvtr. which he will use for the storage room for machinery.

Merrill, Ia.—New officers of the Farmers Elvtr. Co. are Wm. Lindsey, pres.; D. T. Hoffman, vice-pres., and J. Becker, treas.

Dedham, Ia.—Wm. Loletz, mgr. of the Farmers Elvtr. Co., and John Schreck, pres. of the company, have bot the elvtr.

Bode, Ia.—B. C. Budlofson is now mgr. for the Farmers Elvtr. Co. The company has just bot a new house for its mgr., paying \$3,100 for it.

Chariton, Ia.—The new mill and elvtr. of D. J. Stewart & Co. is nearing completion. Automatic dumps and motors of 100-h.p. will be installed.

Graettinger, Ia.—We contemplate the erection of some new buildings, but have not fully decided the matter yet.—The Quaker Oats Co., J. M. Herberger.

Spencer, Ia.—Gilbert Louthan, Ed. Newgaard and J. Thompson are reported to be interested in the organization of another farmers elvtr. company at this point.

Bremer, Ia.—The Bremer Grain Co. will repair its elvtr. and install an automatic scale, corn cleaner, new dumps, carloader, dust collecting system and new belting and cups.

Owasa, Ia.—R. Welsh is mgr. for the Farmers Elvtr. Co. Mr. Welsh has a brother now fighting with the English navy and 2 brothers-in-law on the firing line.

Wightman, Ia.—Officers of the Farmers Elvtr. Co. elected at the recent annual meeting are J. E. Bauver, pres.; A. S. Morrison, vice-pres., and W. Gormally, sec'y-treas.

Patterson, Ia.—I will operate as the Roy A. Potter Grain Co., succeeding G. A. Potter & Son, my father, G. A. Potter, having retired. There will be no other change in the firm.—Roy Potter.

Conesville, Ia.—We are planning to tear down the elvtr. we recently bot and to build an up-to-date house of about 15,000 bus. capacity.—McKee & Abbott, successors to McCormack & Owens.

Brooklyn, Ia.—The new elvtr. of the Brooklyn Lbr. & Grain Co. has been completed and is now in operation. The house is 20x34 ft. and 63 ft. high. The equipment includes a 10-h.p. electric motor.

Germania, Ia.—My elvtr. was never owned by Chas. Rippe as reported. I bot it 3 years ago from Geo. H. Wheelock. The Farmers Elvtr. Co. and E. J. Reilly own the 2 other elvtrs. here.—W. B. Leslie.

Kamar, Ia.—I have succeeded E. D. Waterman and am mgr. of the grain dept. of the Farmers Elvtr. & Supply Co., J. J. Haunga is mgr. of the lumber and coal dept. Mr. Waterman is out of the grain business at present and is farming.—J. F. Watson.



Davis City, Ia.—Davis City Elvtr. Co. incorporated; capital stock, \$5,600; incorporators and officers, C. R. Rauch, of Lamoni, pres.; W. E. Lee, vice-pres.; J. N. Gates, sec'y-treas.; F. W. Rauch and Oscar Judd.

Osage, Ia.—H. E. La Rue has succeeded C. W. Bates as mgr. for the Osage Grain & Supply Co. Officers of the company are Geo. Jeffries, pres.; Geo. Carter, vice-pres.; E. J. Hovelson, sec'y, and K. J. Johnson, treas.

Kiene (Coggon p. o.), Ia.—Delbert Cramer, agt. King Wilder Grain Co., has gone to Aurora, Ill., for an operation and will be away from the elvtr. for a month. Mr. Madison will have charge during the mgr.'s absence.

Whitten, Ia.—I have not decided yet what I will build, but it will be a cribbed house of about 25,000 bus. capacity and will be operated either by gas or electricity. Work will be started in April or May.—A. J. Mabie.

Leon, Ia.—Plans for the organization of an elvtr. company to be operated as the Leon Elvtr. Co. are assuming form and it is that that an elvtr. will be built in a few months. C. M. Rauch, pres. of the Davis City Elvtr. Co., is interested. His home is in Lamoni.

Mason City, Ia.—R. E. Andrews, who has traveled in Illinois and Iowa for the last 2 years, will assist me in the office of Philip H. Schifflin & Co., which we have recently opened here. We will both travel part of the time. Mr. Andrews having the western part of the state for his territory.—E. G. Cool, mgr.

Wapello, Ia.—I have sold my grain and lumber business to C. A. Brown and Geo. F. Schafer. I bot the grain business from Mr. Brown 9 years ago and Mr. Schafer also owned the lumber business several years ago so the firm is going back into old hands. I will go to the coast in June.—E. B. Cook.

Fort Madison, Ia.—Having changed from steam to electric power, we are now fitting up the engine room for additional storage of 20,000 bus. of grain and 4 carloads of sacked flour. We will not engage in the elvtr. business and will not buy new machinery as we have all we need on the ground, but we will be ready for the new crop.—Krebill Bros. Mlg. Co.

Elk Horn, Ia.—Our elvtr. was slightly damaged when a freight engine and 7 cars crashed into it and pushed it partly off the foundation. A large car jumped the track while the train was running at top speed and caused the accident. The railroad company put the elvtr. back on its foundation and helped us out all that it could. We are in running shape again.—E. Rothschild Co., Atlantic.

Mt. Pleasant, Ia.—The A. D. Hayes Co. will install a feed mill in the elvtr. and will probably install electric power, doing away with the gasoline power now used. Chas. Cornick is mgr., with O. H. Keith as ass't. The company was recently made defendant in a suit to recover \$183 paid to Ed. Jennings, a tenant of A. P. Loper, for oats sold by him. Mr. Loper is the plaintiff in the suit and alleges that Jennings sold oats upon which he has a landlord's lien, without his knowledge or consent, and that when the oats were sold Jennings owed him \$750. He also alleges that there is still \$230 due him.

Corwith, Ia.—Fire was discovered in our elvtr. at 9:30 p. m., Jan. 19, by two men who were passing. Investigation showed that the waste paper basket in the office was on fire and the flames were gaining headway. Quick work, however, saved the elvtr. Several matches which had apparently been chewed by mice were found on the office floor and it is that that mice carried the matches from a box on the window sill over the basket, dropping some of the matches into the basket and setting fire to the waste paper it contained. The loss amounted to \$10, fully covered by insurance. The house is owned by Rowles-Billing-Kessler Grain Co. of Algona and I am mgr.—A. J. Doidge.

Dedham, Ia.—The gas engine in the elvtr. of the Farmers Elvtr. Co. recently backfired and set fire to a quantity of oily waste under the engine. The blaze was discovered at once and a handy fire extinguisher saved the elvtr.

Holland, Ia.—John Siefken was elected pres. of the Farmers Elvtr. Co. at the recent annual meeting. C. Poppenga is vice-pres.; Geo. Peters, treas., and J. D. Dieken, sec'y. The company will build a new coal shed in the spring.

Des Moines, Ia.—The advisory com'te appointed some time ago by the creditors of the B. A. Lockwood Grain Co., has, with the consent of Referee in Bankruptcy Whitaker, and the stockholders and creditors of the defunct company, reorganized the company and formed the Central Iowa Grain Co., which will take over the property of the bankrupt company outside of this city, with the exception of the elvtr. at Ontario which was recently sold. The new company will have a capital stock of \$125,000 and temporary officers are Parley Sheldon, chairman of the com'te, pres.; J. G. Rounds, vice-pres., and R. A. Crawford, sec'y-treas. The company will be incorporated at once and will buy the elvtrs. of the defunct company for \$65,000. It will also buy the grain and seed now on hand, paying \$38,910.90. Creditors and stockholders of the old company will be allowed to buy stock in the new organization for the amount of their claims if they so desire. A com'te to complete the purchase and organization plans was appointed as follows: Parley Sheldon, Ames, chairman; J. W. Radford, Chicago; J. G. Rounds, Des Moines; R. A. Crawford, Des Moines; W. D. Meltzer, Ames; E. A. Fawcett, Nevada, and R. F. Graeber, Sheldahl.

## SIoux CITY LETTER.

The Martens & Ketels Mlg. Co. has succeeded Martens Bros. Mlg. Co.

The Trans-Mississippi Grain Co., recently indicted by the grand jury for alleged juggling of grain prices at Pierson for the purpose of driving out the Farmers Elvtr. Co., has pleaded not guilty.

I have opened a branch office for the Armour Grain Co. in the Davidson Bldg. with private wires. I was transferred from Hastings, Neb., to this city. Prior to that I was in Peoria, Ill.—J. L. Meara.

Since Feb. 1 the Board of Trade has taken over the supervision of the weighing of all hay coming to this market. This is in addition to the regular inspection. H. H. Gear, chief inspector of the exchange, has been appointed hay inspector and weighmaster. Scales have been purchased and will be placed in operation as soon as suitable sites are located. Seal records will be carefully looked after and the country shipper will be supplied with all necessary information in regard to the condition of cars. The Board of Trade has the reputation of being one of the very few organizations that take what is known as a complete seal record. The seal record is always taken from both doors. All weighing of hay will be done by competent weighers. Scales will be tested frequently and the hay tracks will be well policed. No hay can be taken from any car without a written order from the party owning same. Cars will be given credit for all the hay they contain and all the weighers will be in the direct employ of the Board of Trade.—Board of Trade, by J. C. Mullaney, sec'y.

## KANSAS

New Cambria, Kan.—The Farmers Elvtr. Co. is building an elvtr.

Onaga, Kan.—We will not do any building at present.—Benton Farmers Co.

Joy (Greensburg p. o.), Kan.—We are installing a 1,250-bu. scale.—Joy Grain Co.

Marquette, Kan.—We intend to build an elvtr. this spring.—Marquette Produce Co.

Salina, Kan.—The Phillipsburg Mlg. Co., of Phillipsburg, will build a mill and elvtr. here.

Eldorado, Kan.—R. H. Hazlett has built an 8,000-bu. elvtr. at Hazford Place, near this city.

Westphalia, Kan.—The Farmers Elvtr. & Supply Co. will install a new dump and gas engine.

Sanford, Kan.—The Sanford Grain & Supply Co. will overhaul its elvtr. and make needed repairs.

Irving, Kan.—H. Thomas has bot the elvtr. of the Blauer Grain Co. and I am mgr.—J. Graham.

Brenham Sta. (Route 2, Haviland), Kan.—S. L. Gamble is no longer mgr. for the Brenham Merc. Co.

Brownspur, Kan.—The Farmers Elvtr. & Merc. Co. will build a new elvtr. adjoining its present house.

Mullinville, Kan.—I am now mgr. of the "Iron Clad Elvtr." operated by the Equity Exchange.—G. R. Lee.

Santana, Kan.—The Wing Grain Co., of Ensign, will start work on an elvtr. here some time this month.

Gerlane, Kan.—I have leased my elvtr. and am out of the grain business at present.—M. J. Lane, Kiowa.

Baxter Springs, Kan.—Willard Bros. will wreck their coal sheds in the spring and build an elvtr. on the site.

Hiawatha, Kan.—I do not expect to re-enter the grain trade.—H. R. Sheldon, formerly prop. Hiawatha Elvtr.

Hutchinson, Kan.—The Armour Grain Co. will open a branch office in this city with G. W. Penny, of Kansas City, Mo., as mgr.

Albert, Kan.—H. R. Arnold has completed a new office and warehouse building and is now building a 50-bbl. flour mill.

Valley Falls, Kan.—The Ragan Com's'n Co. has installed a manlift and a Hall Distributor in its Terminal Elvtr.—B. C. Ragan.

Manchester, Kan.—My father, Hubert Weaver, died last August and the elvtr. is now leased to Ed. Runalls.—Bert Weaver.

Pontiac, Kan.—Work will be started on the new elvtr. for L. H. Powell & Co., in a few days. The White Star Co. has the contract.

Norton, Kan.—The property of the Norton Mlg. Co. will be sold at receiver's sale within the next 2 months. W. H. Chappell is receiver.

Arkansas City, Kan.—I have succeeded W. A. Probst. He has gone out of the grain business.—John H. Probst, Mo. Pac. Elvtr. & Mill.

Benton, Kan.—I have succeeded L. H. Powell & Co. here. At present I have no elvtr. and am scooping. No other dealers here.—L. M. Camp.

Morland, Kan.—The Farmers Union will build a 20,000-bu. elvtr. A 5,000-bu. corn bin has been added to another one of the elvtrs.—G. W. Stober.

Larned, Kan.—Perry S. White, formerly mgr. for the Frizell Grain & Supply Co., Frizell, Kan., is now a member of the new firm of The White Fox Grain Co.

Cherokee, Kan.—The Kelso Grain Co. has installed an Invincible Corn and Seed Cleaner and a Cyclone Dust Collector. It has also enlarged its warehouse.

Mentor, Kan.—Farmers have practically completed the organization of an elvtr. company and will either buy one of the local houses or build a new elvtr. in the spring.

Calvert, Kan.—I am operating a 20,000-bu. elvtr. at this station in my own name. The house was built last July and is equipped with modern machinery.—H. S. Bryant.

Peck, Kan.—Tom K. Bell has purchased the Arkansas City Mlg. Co.'s elvtr. at this station. Mr. Bell has been the local mgr. of the company and is an experienced grain man.

Baker, Kan.—Our new elvtr. has been in operation since August. It has a capacity of 15,000 bus. and it is on the Mo. Pac. R. R. Our officers are G. W. Irving, pres.; G. Yaussi, treas.; F. E. Yaussi, sec'y, and myself mgr.—J. L. Lininger, Farmers Union Elvtr. & Merc. Co.



Beloit, Kan.—The Beloit Mlg. Co. is building a 50,000-bu. concrete storage bin.

Norwich, Kan.—I have just completed a 28x32 ft. elvtr. 28 ft. high with a capacity of 15,000 bus. on the Mo. Pac. R. R. and it is now ready for use.—H. O. Thorne.

Lorraine, Kan.—The Lorraine Grain, Fuel & Stock Co. will build a new elvtr., equipping it with the latest machinery. The new house will be larger than the old one.

Frizell, Kan.—The Frizell Grain & Supply Co. has installed a new engine in its elvtr. and made many improvements in the last year. Perry S. White has resigned as mgr.

Kiowa, Kan.—The stockholders of the Farmers Elvtr. Co. recently decided to liquidate the business of the company and have sold the elvtr. to Jacob Hauser and others for \$4,000.

Wilson, Kan.—The Farmers Elvtr. Co. has installed a loading out spout, and a 15,000-bu. Richardson Automatic Scale and increased its bin storage. The White Star Co. did the work.

Spearville, Kan.—In order to better protect their business, and at the same time secure a lower insurance rate, the Farmers Grain & Supply Co., has grounded the elvtr. iron siding and now feels immune to lightning.

Hugoton, Kan.—We have let contract for an iron clad elvtr. to be erected at once.—H. B. Wheaton Grain Co.—The White Star Co. will do the work. The equipment will include a Richardson Automatic Scale.

Hutchinson, Kan.—The contract for the new elvtr. of the Wm. Kelly Mlg. Co. has been let to the Lehreck Contracting & Engineering Co. The elvtr. will consist of 12 square concrete tanks of 20,000 bus. capacity each.

Sharon, Kan.—Chas. E. McFarland has filed a voluntary petition for bankruptcy. He says that he owes Wallingford Bros. of Wichita, \$1,834, and the Kansas Mlg. Co., \$238. According to the petition he has nothing exempt but a pig.

Bison, Kan.—Bison District Farmers Co-operative Ass'n, incorporated to buy, sell and lease elvtr. sites, build elvtrs. and warehouses and deal in flour, grain, feed, etc.; capital stock \$10,000. The company has bot the elvtr. of Erni & Stromel. No improvements will be made. D. A. Schwartzhoff is mgr.

Meade, Kan.—We have bot the 20,000-bu. elvtr. of E. A. Twist. It is in good shape and A. J. Plush, who has had 17 years experience in the grain business at Penolos, will be mgr. We took possession Jan. 18. —Plush & Russell Grain Co.—The firm is composed of A. J. Plush, formerly mgr. for the Penolos Farmers Elvtr. Co., and J. P. Russell of Meade.

Winfield, Kan.—The Rawlins-Smith Grain Co. is out of business.—I bot on track here until May 1, 1914, when I leased a warehouse and engaged in regular buying and selling of grain. I now have a lease on the Mo. Pac. right of way and have built the first 3,000-bu. unit of a 10,000-bu. plant. Will finish the erection as soon as weather allows. Am using electric power.—G. Clinton Adams.

Hutchinson, Kan.—The Larabee Mlg. Co. is preparing plans for a 500,000-bu. concrete elvtr., consisting of 10 tanks of 50,000-bu. capacity each. Electric power will be used to operate the house. F. D. Larabee says: "We have not let the contract yet, but are just considering the plans. The work will probably be started in the spring. It will be of concrete construction thruout, and absolutely fireproof."

Elk City, Kan.—We have just closed a deal for the elvtr. of the Rea Patterson Elvtr. Co. and will put it into operation at once. We had fully intended to build an elvtr. as reported, but bot the elvtr. at a figure that would not permit of our building a new one. Our officers are R. N. Stephens, pres.; Sam Drybread, vice-pres.; Frank Barnes, treas., and myself sec'y.—C. L. Cox, sec'y Grangers Elvtr. & Supply Co.

Carlton, Kan.—A. C. Bertschinger, who had 800 bus. of wheat stored in the elvtr. of W. T. Hacker, recently brot suit for \$760 against Mr. Hacker. Mr. Bertschinger testified that he understood that when grain is stored in an elvtr., the owner of it can sell it any time he wanted to do so to the elvtr. man and the owner of the house was obligated to take the grain when offered. When the market reached 95c, he decided to sell and telephoned Hacker to that effect. The defendant refused to buy at that price, fearing a decline. Suit was then started. It was the opinion of the judge, however, that there could be no contract until both parties agreed to the market price. Mr. Bertschinger therefore settled the case by accepting \$572.90, the price offered by Hacker for the wheat in store. The court stated that it was not compulsory on the part of the farmer to sell the grain to the owner of the elvtr. in which it was stored, and that it was not compulsory on the part of the elvtr. man to buy the wheat at any time when the farmer wanted to sell it.

#### TOPEKA LETTER.

The Arbitration Com'te of the Kansas Grain Dealers Ass'n found for plaintiff Lee-Warren Mlg. Co. against the C. E. Robinson Grain Co. and ordered the defendant to pay \$175.62 to the grain company and the costs of arbitration. The case grew out of a transaction July 14, 1914, when the plaintiff bot No. 2 wheat of defendant at 73c per bu. Kansas City basis. The company was allowed to extend time of shipment to Sept. 30. On that date the value of the wheat on K. C. basis was 25c more than contract price and defendant had an unfilled balance of 702 bus. and 30 lbs. on contract, the amount totaling \$175.62.

House Bill 284 is said to be for the protection of shippers of grain and seeds, but this is a misnomer. Track scales require so much careful and vigilant attention to keep them in accurate weighing condition they are not desirable. Then, too, many shippers of the state, where track scales could be installed under such a law, already have reliable weighing facilities installed at their own expense, and they are not disposed to pay \$1 per car for unreliable weights obtained over track scales. The section of the bill allowing for a dockage of ¼ of 1% on all grains, to allow for so-called "natural shrinkage," is a vicious provision, and should never be assented to by any grain shipper. All of the western railroads have withdrawn their tariffs in which they tried to establish their right to this deduction, from claims for loss of grain in transit. It would be against the interests of every grain shipper of the state to have such a law on the statute books.

The following bills of interest to the grain trade of the state have been introduced in both houses of the legislature and Sec'y Smiley of the Kansas Grain Dealers Ass'n is urging all members to do what they can to secure their passage. H. B. 165, introduced by Hart, is an act relating to the inspection, weighing, grading and storing of grain, and provides that the inspection shall at all times be at the option of the owner. H. B. 581, by Hart, is an amendment to the law requiring fire escapes on elvtrs. H. B. 590, introduced by Wilmoth, makes it unlawful to manufacture, sell or offer for sale misbranded or adulterated feedstuffs. H. B. 649, introduced by Hart, requires all railroad companies to notify in writing consignee of all leaking or defective cars, noticed by any of their employes while such cars are in transit, and to notify in writing the consignee of all repairs made on such cars while in transit, and limiting the application hereof to cars containing fungible goods while in intra-state traffic, and H. B. 37, introduced by Caudill, is an amendment to the laws requiring grain elvtrs. and feed mills to pay an annual registration fee.

#### WICHITA LETTER.

Mrs. H. L. Strong surprised her husband, who is a member of the B. Strong Grain Co., with a gift of a \$7,000 house on the occasion of their recent wedding anniversary.

H. W. West, well known as a judge of wheat, died Jan. 23, from the effects of an operation. Mr. West was well known to the grain trade. At the time of his death he was wheat buyer for the Kansas Mlg. Co., and prior to that was with the Ernst-Davis Grain Co. at Kansas City, Mo.

T. P. Wallingford has purchased the membership held by Grant Hibarger of the Star Mill & Elvtr. Co., Amarillo, Tex., and has made application for transfer. C. A. Wallingford holds membership and this purchase makes two in hands of Wallingford Bros.—Jas. H. Sherman, sec'y Board of Trade.

The elvtr. of the Knight Feed & Coal Co. has been completed. The house is of balloon construction, and is iron clad. It is 26x28 ft. on the ground and 24 ft. high, with a cupola, 14x20x20 ft. The full concrete pit is roomy. A 10-h.p. motor and a sheller are in the basement. On the work-floor is a 19x18 two pair high roll and in the cupola a cleaner, and 7½-h.p. motor. All the machinery is electrically driven. A manlift runs from workfloor to cupola. All of the wiring is of the best installation and in conduit. Fuses and switches are in metal cabinets. The construction and arrangement of the elvtr. permit it to carry the lowest possible insurance for a house of this kind.

The Kansas Farmers Grain Dealers Ass'n will hold its 3d annual meeting in this city, Mar. 2 and 3. The meetings will be held in the Scottish Rite Temple and an interesting program has been prepared. Among the speakers will be A. H. Lufer, Frizell; D. S. Warwick, vice-pres. of the Board of Trade, "The Management of a Farmers Elvtr."; J. B. Brown, Larned, "Equitable Margins for the Farmers Elvtr."; J. A. Lyons, Langdon; Perry White, Sec'y Mgrs. Ass'n; M. H. Rice, Delphos, "Needed Legislation"; F. C. Maegly, A. G. F. A. Santa Fe System, "Weights"; Pres. Henry J. Waters, Kansas State Agricultural College; W. T. Hopkins, K. C. grain inspector, "Relation of Grain Trade to Farmers"; A. C. Failey, Kingsley, "Farmers Relation to the Grain Trade," and Prof. Cottrell of the Rock Island Lines. Round Table meetings will be conducted by G. D. Estes, Stafford. The meeting will conclude with a banquet tendered by the Board of Trade.—Jas. H. Sherman, sec'y Board of Trade.

#### KENTUCKY

Louisville, Ky.—The Kentucky Public Elvtr. Co. has installed a dust collector system in its elvtr.

Arlington, Ky.—A. T. Hobbs will build a 40,000-bu. elvtr. in connection with his mill and elvtr. here.—J. Flegle.

#### LOUISIANA

##### NEW ORLEANS LETTER.

Efforts are being made to organize a company to be known as the Chalmette Export Co. to lease the Chalmette Elvtr. of the N. O. Terminal Co. If the company is formed the J. Rosenbaum Grain Co. will be interested.

Robt. J. Barr, statistician and authority on grain, has estimated that 31,000,000 bus. of grain were shipped thru this market last year, representing the biggest dollar and cents result the port has ever known. He figures that \$4.55 was left in 1914 for every man, woman and child in the city, or a total of \$1,590,300, directly by exportations of grain thru the port.—S.

Vice-pres. Steele, traffic mgr. of the Queen & Crescent Lines, has announced that copies of the proposed lease of the N. O. Terminal Co. for the Chalmette Elvtrs., to the Chalmette Export Co., will be sent to Washington to the Interstate Commerce Comm'n for its approval before any further negotiations with the J. Rosenbaum Grain Co. are undertaken. If the lease is made, it would probably bring between 5 and 10,000,000 bus. of grain through New Orleans. Northeastern R. R. officials say the elvtr. has not handled 2,000,000 bus. in 10 years and that it would be to the advantage of the port to have this added business.—S.



An attempt by the Chalmette Export Co., a new company, to lease the 500,000-bu. Chalmette Elevtr., owned by the N. O. Terminal Co., brot about so much opposition from local grain interest represented by the Board of Trade, that it is practically admitted by all parties concerned that the deal is off. A special meeting of the Board of Trade was held Feb. 2, at which the grain com'te further advocated its policy of publicly-owned elevtrs., and went on record as against leasing of railroad elevtrs. to private firms. The meeting also considered the matter of the new elevtr. proposed by the La. Ry. & Nav. Co. on the river front and adopted this resolution: "We are unqualifiedly opposed to the development of any further individual export terminals to be constructed in New Orleans, by any railroad company for the exclusive use of its business, believing that they would operate to the detriment of the principle of public ownership and operation of port facilities. We do recommend, however, an up-to-date grain export elevtr. to be owned by the Public Belt Com'n for account of all carriers and individuals. We urge upon the Dock Board that they furnish a suitable site at once."—S.

## MARYLAND BALTIMORE LETTER.

Contract for the new 900,000-bu. concrete elevtr. of the Western Maryland Ry. Co. has been let to James Stewart & Co. A 2 belt steel shipping gallery, 700 ft. long and a 1,000-bu. drier will be part of the equipment of the plant.

At the complimentary dinner given by Ex-Pres. Eugene Blackford, of the Chamber of Commerce, to his colleagues of the past 2 years in the board of directors, he was presented by his guests with a handsome silver loving cup, richly carved, and bearing the names of the donors. Thomas C. Craft, Jr., the newly elected pres., made the presentation speech.

Baltimore, Md.—Maurice H. Grape, Wm. E. Hudson, Fred H. Teller and Duane H. Rice have been admitted to membership in the Chamber of Commerce and the memberships of Henry Hesser, Sam'l H. Ruth and Herbert E. Rycroft, all deceased, have been posted for transfer.—James B. Hesson, sec'y.—Wm. F. Walker has applied for membership.

The new directors of the Chamber of Commerce elected Jan. 25, are Robert Ramsey, Geo. S. Jackson, John H. Gildea, Jr., James C. Legg and J. J. Snyder. The annual meeting of the exchange was held Jan. 27 and Thos. C. Craft, Jr., was elected pres. Members of the executive com'te are John H. Gildea, Jr., chairman, A. F. Sidebotham, vice-chairman, James C. Legg, E. F. Richards and H. M. Rever. Richard H. Diggs is vice-pres. of the exchange.

## MICHIGAN

Detroit, Mich.—The Beck Cereal Co. has let contract for an addition to its plant.

Sheridan, Mich.—The elevtr. of E. A. Rutherford burned at 1:30 a. m., Jan. 24.

Pigeon, Mich.—The Pigeon Elevtr. Co. will buy the elevtr. of the Wallace & Orr Co. The price agreed upon is \$10,000.

Freeport, Mich.—The Farmers Elevtr. Co. has not let the contract for its new elevtr. as yet. C. L. Henney, of Hastings, is pres.—J. P. H. Kenyon, sec'y.

Wheeler, Mich.—Guy M. Rowell, formerly with the Saginaw Mlg. Co., has succeeded W. F. Bradford as mgr. for the Wheeler Elevtr. Co. Mr. Bradford resigns after 12 years of service.

Three Rivers, Mich.—Solat & Gadshalk are building a feed mill and will handle grain and grind feed, but they will not build a flouring mill as reported.—C. L. Seekell.

Boyne Falls, Mich.—John McMara, employed by the Hankey Mlg. Co., was killed recently when his clothing caught in a shaft and he was whirled around at a rapid rate. He died after being taken out of the machinery.

Frankfort, Mich.—Our mill was completely destroyed by fire, Jan. 23; loss \$15,000; insurance \$4,000. We expect to rebuild if business conditions are favorable.—B. Trowbridge, Frankfort Grain Co.

Grand Rapids, Mich.—Rudolph Henderson, pres. and treas. of the Henderson Mlg. Co., died Jan. 24, after a brief illness from pneumonia. He was 68 years old and operated elevtrs. in Wayland, Bradley and this city.

Clinton, Mich.—We have succeeded Richmond & Cotton. W. B. Richmond, W. D. Vantuyke, J. Reiser and W. P. Cotton are the members of the firm.—W. P. Cotton, sec'y Clinton Grain Co.—The company has incorporated for \$10,000.

Detroit, Mich.—The following amendment to the commission rules of the Board of Trade has been adopted by the directors: That the second paragraph of article "B," section 1, of the rules of the Board of Trade of the city of Detroit, in regard to commission charges on corn and oats be amended to read  $\frac{3}{4}$ c per bu. instead of  $\frac{1}{2}$ c per bu., effective Feb. 1, 1915.

## MINNESOTA

Northwood, Minn.—A farmers elevtr. will be built at this station.

Atwater, Minn.—H. J. Greve is now mgr. for the Farmers Elevtr. Co.

Roseau, Minn.—The Farmers Elevtr. Co. has installed a Marquis Cleaner.

Breckenridge, Minn.—W. W. Silverthorn is buyer for the Farmers Grain & Shipping Ass'n.

Belle Plaine, Minn.—Farmers are interested in the building of an elevtr. at this point.

Carthage Junc. (East Grand Forks p. o.), Minn.—The elevtr. of the Monarch Elevtr. Co. burned recently.

Hutchinson, Minn.—I have succeeded J. E. Miller as mgr. for the State Elevtr. Co. at this station.—H. Walker.

Waverly, Minn.—The Farmers Elevtr. Co. will build cribs, coal elevtr. and a machinery shed and will improve the elevtr.

Owatonna, Minn.—The Farmers Elevtr. & Merc. Co. has installed a Union Iron Works Sheller and has built a 150-ton coal shed.

Kerkhoven, Minn.—E. L. Johnson, formerly agt. for the Atlantic Elevtr. Co. at Hankinson, N. D., is now mgr. for the Farmers Elevtr. Co. here.

New Ulm, Minn.—No elevtr. has burned at this station as reported. I have been here 6 years and we have never had an elevtr. fire.—Paul J. Wandersee, mgr. Farmers Elevtr. Co.

Orleans, Minn.—John N. Lang has succeeded me as agt. for the Atlantic Elevtr. Co. at this station and I have been transferred to the company's elevtr. at Hankinson, N. D.—Chris Christensen.

St. Charles, Minn.—A receiver has been appointed for the Farmers Elevtr. Co. by Judge Snow, who has instructed him to make an assessment on the stockholders to satisfy the creditors of the defunct company.

Mankato, Minn.—The Hubbard Mlg. Co. is building a steel storage tank addition to its elevtr. It consists of 6 tanks with a combined capacity of 150,000 bus. and gives the company a total capacity of 600,000 bus.

Minnesota Lake, Minn.—Officers of our recently organized elevtr. company are L. F. Phillips, pres.; W. H. Schroeder, vice-pres.; Robt. Beske, treas., and myself sec'y. We will probably build an elevtr.—W. C. Minks, Farmers Elevtr. Co.

## MINNEAPOLIS LETTER.

R. G. Chandler, of Chicago, has applied for membership in the Chamber of Commerce.

A. M. Sheldon, gen. mgr. of the Imperial Elevtr. Co., has been elected vice-pres. of the Civic & Commerce Ass'n.

I am still employed by the Washburn-Crosby Co., but am located in this city at present.—Walter H. Miles, formerly at Louisville, Ky.

Al Kannenberg is now traveling for the Winter-Truesdell-Ames Co. in North Dakota and Montana. He was formerly on the road for Ely, Salyards & Co. of Duluth.

Members of the grain trade at large were surprised to learn that the P. B. Mann-Anchor Grain Co. had gone into the hands of a receiver. No reason for the failure has been given, tho it is said that a suit brot by an out of town company precipitated the action. The P. B. Mann Co. was a pioneer grain company at this market and was considered at one time one of the strongest companies on the market. In August, 1914, it was consolidated with the Anchor Grain Co., which was also well known in the trade. The consolidated company operated a line of elevtrs. in Minnesota and Nebraska. It is believed that the creditors will lose little if any money. The Gregory-Jennison Co. may take over the affairs of the company for settlement. ST. L.

The Minnesota Farmers Grain Dealers Ass'n will hold its annual convention in this city, Feb. 24-26, with headquarters at West Hotel. A visit to the Chamber of Commerce, weighing and inspection depts., elevtrs. and mills will occupy the morning of the 24th. In the afternoon the convention will commence the routine business and will also listen to an address by Prof. L. D. H. Weld, Dept. of Agriculture of the State University, on "Farmers Elevtrs. in Minnesota." Thursday morning J. J. Hill will address the delegates and at noon the official picture will be taken. In the afternoon the following address will be given: "What the Council Is Doing for the Farmers Elevtr. Movement," H. W. Danforth, pres. Council of Farmers Grain Dealer Ass'ns; "Soil Conservation," Prof. Crane; "State Laws Governing Transportation, Inspection and Weights of Grain," Com's'ner Elmquist, Minnesota Railroad & Warehouse Com's'n; and "Successful Co-operation from the Mgr.'s Standpoint," I. S. Henjum, Hartford, S. D., sec'y Mgrs. Natl. Ass'n. This will be followed by a general discussion. "Cooperation and Collection of Railroad Claims," will be the subject of an address by Mr. Shields, at the opening of the morning session on the 26th. Geo. E. Vincent, pres. of the state university, will also speak. The closing session of the convention will be devoted to reports of com'tes, election of officers, etc.

## ST. PAUL LETTER.

S. F. 176, introduced by Senator Geo. M. Peterson, is an act to appropriate money for the maintenance of the weights and measures dept.

H. F. 202 has been introduced by Representative Warner and is to regulate the offering of inducements to secure sale of farmer produce by buyers of it. It has been referred to the grain and warehouse com'te.

The repeal of the Cashman Long Distance Tariff law which was passed at the last session of the legislature after many years of struggle, is being sought and efforts will be made to have the present legislature do away with it.

H. F. 262, introduced by Representative Miner, an act making it unlawful to trespass upon railroad terminal yards, has been referred to the transportation com'te. A like bill, S. F. 171, has been introduced in the Senate by Senator J. D. Denegree and provides for a penalty for trespassing in terminal yards. It has been referred to the Senate com'tes of railroads and grain and warehouse.

At the hearing of the efficiency and economy bill, before a joint session of the senate and house com'tes, Rep. L. C. Spooner, chairman of the com'te having this measure in hand, scored existing depts. of the state government. "Our so-called grain inspection dept., administered in the interests of the grain growers and grain consumers of this state, reorganized so as to be on that basis, might easily be made to be self-supporting instead of a burden upon the taxpayers and a robbery of the farmers of the state."



A bill has been prepared by employees of the Minneapolis linseed oil mills to compel the crushers to operate in 8-hour shifts in place of the 12-hour shifts now in force. The only opposition the crushers have to the proposed law is due to the fact that if they are compelled to operate 8-hour shifts and the eastern crushers are allowed to operate on a 12-hour shift they will practically be forced out of business.

H. F. 263, introduced by Representatives Bjornson, Swenson and Mimocks, eliminates all fees for state inspection of weights and measures, except when made by request. The bill appropriates \$10,000 for expenses of inspection for the current year ending July 31 and \$45,000 yearly thereafter. The extinction of such fees has been recommended by the railroad and warehouse com'n, which has charge of the inspection, and by Louis A. Fischer, supt. of the United States bureau of standards. No fees are charged in several other states for like service. Another bill pending in the House provides for abolishing fees unless the weights or measures are found incorrect.

Railroad attorneys appeared before the Senate transportation committee to protest S. F. 69, introduced by Senator D. P. O'Neill, providing for a rebate of \$2 a car to grain shippers for "cooperage." It was pointed out that if the bill became a law it would impose a tax on the companies operating in Minnesota amounting to several million dollars annually. It appears that there has been some complaint from grain shippers that the railroads have provided leaky and defective cars, and that there has as a result been considerable loss in transit. Under the law the carriers are liable for the damage, but the assertion is made that the collection of these claims is a slow and tedious process. Senator O'Neill proposes that the shippers be permitted to cooper the cars and for this service the carriers should pay \$2 for each car thus improved and be relieved of responsibility for loss in transit. M. L. Countryman of the Gt. Nor., James Shehan of the Omaha, James Foster of the St. Paul and P. McCauley of the Nor. Pac. appeared to oppose the measure. They said that such a law would cost the Gt. Nor. \$1,000,000 annually, the Omaha \$200,000, the Nor. Pac. \$500,000 and the St. Paul \$300,000. The argument was advanced that each shipper, unless a careful check was kept, would make this \$2 rebate charge for every car of grain he sent out, whether the cars needs improvement or not. The committee finally decided to postpone action until the railroad representatives and Senator O'Neill can confer with the railroad and warehouse com'n on a new bill giving that body authority to regulate this matter.

## MISSOURI

Larussell, Mo.—Frank Agan is now mgr. for the Majestic Mlg. Co.—E. L. W.

Wheeling, Mo.—A local company is contemplating the erection of an elvtr. here.

Lockwood, Mo.—F. H. Farris has bot back the elvtr. that he sold to E. Lammers.

Popular Bluffs, Mo.—The Butler County Mlg. Co. will build a new elvtr. early in the spring.

Lincoln, Mo.—H. A. Nixon will build a 10,000-bu. elvtr. at this station as soon as the bad weather breaks.

Ethel, Mo.—I will not build an elvtr. here as has been reported, but will build at Macon.—Chas. Burkhart, Macon.

Kimmswick, Mo.—The Gerard Mlg. Co. incorporated to deal in grain and do a milling business; capital stock, \$10,000.

New Hampton, Mo.—Nothing definite has been done toward organizing a farmers company here. The talk has died down.—X.

Waverly, Mo.—W. A. Guenther is rebuilding his elvtr. burned Nov. 1. This is the third elvtr. he has built on the same foundation.

Larussell, Mo.—I am no longer in the grain business. C. V. Grisham is mgr. for the Forsythe-Grisham Co.—E. L. Wormington.

Melugin Switch (Reeds p. o.), Mo.—R. H. Howard has succeeded A. Poncot as agt. for the Cowgill & Hill Mlg. Co.—E. L. W.

Forest City, Mo.—P. A. Landers, of P. A. Landers & Co., died Jan. 10.—H. L. Dannen, sec'y Board of Trade, St. Joseph, Mo.

St. Joseph, Mo.—H. L. Dannen was elected sec'y of the Board of Trade and J. L. Frederick was re-elected treas. at the annual meeting of the exchange.

California, Mo.—H. Kuhlman & Meyer, props. of the Star Roller Mills, will probably build a 20,000-bu. storage addition to their plant as soon as the weather permits.

Seneca, Mo.—H. W. Woehrmann and myself are the regular dealers at this market. We are both carlot shippers with milling and grain handling equipment and are members of the Missouri Grain Dealers Ass'n. Two others are scoop shoveling here.—W. E. Rogers.

St. Joseph, Mo.—The American Hominy Co. suffered a \$110,000 fire loss. Jan. 16, when its factory, warehouse and power house burned. The factory had been closed since October and \$50,000 worth of new machinery had been installed. The new machinery was tested the day of the fire, and the plant was to be opened the next day.

In the early days of Missouri's grain inspection dept. grain was inspected by telephone. Would you like to sell your grain on telephone weights? If not, protest against House Bill 523 which has been favorably reported by the judiciary committee. The politicians want the places for the ward workers, they have no interests in correct weights or better conditions surrounding grain shipments.

Jefferson, Mo.—H. B. 5, introduced by Representative Shannon, has been endorsed by the Southwestern Missouri Millers Ass'n. It provides that grain shall weigh exactly as represented and that the quality shall be as stated. Moreover, it requires that such facts be made known thru printed statements on sacks. It would create a state dept. to supervise enforcement of the law, inspectors to be paid for by the millers' ass'n. Payment by millers for maintenance of the proposed dept. would be provided thru a tax against feed manufacturers. The millers believe that this bill will solve the question of inspection. The ass'n is fighting the bill for state inspection.

## KANSAS CITY LETTER.

The Lonsdale Grain Co. has increased its capital stock from \$20,000 to \$100,000.

C. M. Woodward has been admitted to membership in the Board of Trade on transfer from W. T. Redmon.

On Feb. 1, we succeeded the A. D. Wright Com'n Co. There is no change except in the name.—Twidale-Wright Grain Co.

We have made no definite plans about the rebuilding of the Kaw Elvtr. But if we do rebuild the house will not be operated by the E. D. Fisher Com'n Co. as reported.—Kaw Grain & Elvtr. Co., J. E. Rahm, sec'y-treas.

On Jan. 28, Attorney Gen. Barker announced that unless the Board of Trade stops charging for weighing he would begin ouster proceedings within the next 10 days to compel grain men all over the state to stop the practice.

Pres. D. F. Plazzek of the Board of Trade and Mrs. Plazzek are being congratulated on their narrow escape from injury in a recent automobile accident. The machine in which they were riding collided with a heavy truck and was practically demolished. Both escaped without injury tho thrown several feet from the car.

Wm. Murphy, better known as "Knute Knuteson" to his many friends, was elected pres. of the Kansas City Grain Club, July 28. Other officers chosen at the annual meeting which was held at the City Club rooms, were G. A. Moore, vice-pres., and H. T. Mulhall, sec'y. The executive committee is composed of Henry Ismert, Guy Hinson, C. V. Fisher, N. F. Noland and Allen Logan. The election was followed by a banquet.

## ST. LOUIS LETTER.

The office of the sec'y of the Missouri Grain Dealers Ass'n which was recently moved from Webster Groves to this city, will be moved again to Mexico, Mo. It is that that this will give the sec'y a more centrally located position.

In an unofficial way members of the Merchants Exchange have taken steps to stop the adulteration of oats. The government has issued a stringent warning on this head, and St. Louis grain men are anxious to rid this market of any suspicion of the practice.—P.

The H. G. Bailey Grain Co. incorporated; capital stock, \$6,000; incorporators, H. G. Bailey, R. A. MacDonald and Mark A. Daly. The new company which has paid in 50% of its capital stock, will do a general grain and commission business. Mr. Bailey was formerly pit man for the Elmore-Schultz Grain Co.

At a special meeting of the directors of the Missouri Grain Dealers Ass'n in this city, Feb. 1, Pres. J. D. Mann, of Montrose, J. Kulp, of Warrensburg, and former Judge W. Klinkenberg, of Carrollton, were named as a committee to be present at the committee hearing of the state legislature, Feb. 2, to protest against H. B. 523, which would substitute state grain weighers for the weighers of the Merchants Exchange and the Kansas City Board of Trade.

At the annual meeting and election of the St. Louis Grain Club the principal surprise was the retirement of Sec'y Tom K. Martin. Mr. Martin had been secretary of the club since its organization 7 years ago, and was considered a fixture in the position. The officers elected were: J. O. Ballard, pres.; C. L. Nemeier, vice-pres.; William D. Christian, sec'y, and A. C. Harsh, E. C. Dreyer, W. C. McCoy, George Lang and R. W. Pommer, directors.—P.

Legislative propositions are causing Missouri grain men no end of anxiety. The present session of the legislature bids fair to outdo former gatherings in point of harmful legislation. At present efforts of the grain men are centered on defeating the state weighing bill. Recently committees of the Missouri Grain Dealers' Ass'n and the Merchants Exchange went to Jefferson City to present their side of the case, but from all accounts, received scant encouragement.—P.

The St. Louis Grain Clearing House is forming a credit bureau. The plan is to have an agency which will keep records of customers at this market, both in and out of the Clearing House. A meeting was held last week, which was attended by about 30 of the principal receivers, and the opinion was unanimous that the plan would be feasible and extremely beneficial. Each member of the bureau will report on all his customers, and from these records data will be furnished. The reports will be confidential, and information given will be verbal. Employees of the Clearing House will handle all the business of the bureau, and the expense will be nominal. It is proposed to charge Clearing House members \$5 a year and non-members \$10. This fee will cover all expenses.—P.

J. L. Wright of the Merchants Exchange appeared before the house committee of judiciary, Feb. 2, and urged the defeat of Warehouse Com'n's Bradshaw's bill for state grain inspection. Mr. Wright said in part: "I tell you, gentlemen, who are back of this bill. It is the politicians, and they seek to create a lot more jobs for party favorites. These are the persons who are after the scalps of the weighing depts. of the Merchants' Exchange and the Kansas City Board of Trade. These jobs are to back up a political machine for the man behind the gun. This measure would disastrously cripple St. Louis and Kansas City as grain markets, and it should not be seriously considered by your committee. Not more than 20% of the grain which comes to the St. Louis market is from Missouri shippers. Missouri is a big feeding state. If you will investigate you will find that the shippers favor the supervision of weight which we give."



W. T. Brookings, of the W. L. Green Com's'n Co., was recently admitted to membership in the New York Produce Exchange.

## MONTANA

Kingmont (Baker p. o.), Mont.—We have a 20,000-bu. elvtr. at this station.—Geo. C. Bagley Elvtr. Co., Minneapolis, Minn.

Moore, Mont.—The Moore Merc. Co. incorporated to deal in grain and to do a milling business; capital stock, \$10,000.

Dixon, Mont.—We have the only grain warehouse at this station and I am mgr.—W. B. Ackerman, Ackerman & Hanson.

Manhattan, Mont.—Frank Benepe, Bozeman, is temporarily mgr. of the Treasure State Mfg. Co., Mgr. T. B. Stanton is ill.

Moore, Mont.—S. L. Dotson, mgr. of the Farmers Elvtr. Co., and others, have let contracts for a mill. Work will be started at once.

Scobey, Mont.—The plant of the Ames Mfg. Co. was put into operation Feb. 2. A feed mill and grain cleaner will be installed later.

Conrad, Mont.—We have no elvtr. here but expect to build at Sloan on the Gt. Nor. next summer.—P. J. Anderson, Anderson Grain Co.

Dutton, Mont.—We expect to build a 30,000-bu. elvtr. on the Gt. Nor. R. R. in the spring. T. J. Chatham is pres. and mgr. of the company.—Farmers Elvtr. Co.

Billings, Mont.—The Standard Grain Co., of Duluth, has opened an office in this city with A. Kihli in charge. The company has been incorporated in Montana with a capital stock of \$100,000.

Winifred, Mont.—W. A. Cragin is interested in the recently incorporated Farmers & Merchants Mill Co. which has a capital stock of \$10,000. A 75-bbl. mill will be built by the company.

## NEBRASKA

St. Michael, Neb.—Ingalls & Hill will build an elvtr. here.

Ceresco, Neb.—Farmers are considering the erection of an elvtr.

Odell, Neb.—J. H. Young is now sec'y of the Farmers Elvtr. Co.

Wabash, Neb.—Chas. Murfin is now mgr. for the Wabash Grain Co.

Plattsmouth, Neb.—The Farmers Elvtr. Co. may buy a local elvtr.

Blair, Neb.—Farmers will build an elvtr. on a site recently purchased.

Dorchester, Neb.—Minor Saunders is now sec'y of the Farmers Elvtr. Co.

Carleton, Neb.—Farmers Elvtr. Co. incorporated; capital stock, \$5,200.

Cornlea, Neb.—Ed. Kruse is now second man for Nye-Schneider-Fowler Co.

Western, Neb.—Wm. Gadow is the new sec'y for the Western Elvtr. Ass'n.

Exeter, Neb.—The Exeter Elvtr. Co. has decided not to build a mill this year.

Silver Creek, Neb.—The Farmers Elvtr. Co. will build an elvtr. at an early date.

Sprague, Neb.—John A. Spellman is now mgr. for the Farmers Grain & Elvtr. Co.

Presser, Neb.—The Farmers Elvtr. & Lbr. Co. is installing a new engine in its elvtr.

Elgin, Neb.—James Hutchinson has succeeded D. F. Iberg as sec'y of the Elgin Elvtr. Co.

Bennett, Neb.—J. W. Herter is the new treas. of the Farmers Elvtr. Co. E. W. Jones is sec'y.

Chester, Neb.—We have bot all of the interests of the Farmers Elvtr. Co.—Citizens Lbr. & Supply Co.

Alexandria, Neb.—The Farmers Elvtr. Co. has installed automatic scales in the cupola of the elvtr.

Hooper, Neb.—Geo. Osterich is new vice-pres. and Peter Parkert sec'y of the Farmers Grain & Stock Co.

Columbus, Neb.—I am now mgr. for the Columbus Grain Co.—O. C. Beaman, formerly mgr. Farmers Grain & L. S. Co., Belgrade.

Ord, Neb.—The Farmers Co-operative Club is organizing an elvtr. company to build or buy an elvtr.

Alexandria, Neb.—Geo. Wilson has succeeded I. Selleg as mgr. of the Farmers Protective Elvtr. Ass'n.

Glenville, Neb.—Roy Colburn and Ben Patterson are interested in the building of a farmers elvtr. at this point.

Hildreth, Neb.—The Farmers Grain & Supply Co. has issued notice that it will do a strictly cash selling business for 1915.

Homer, Neb.—The Holmquist Grain & Lbr. Co., of Oakland, has bot the elvtr of the Hilerote Grain Co. J. E. Moore will remain as mgr.

Monroe, Neb.—Work will be started in a few days on the new elvtr. of the T. B. Ford Grain Co. to replace the house burned Dec. 16.

Kimball, Neb.—Frank Cooper was elected pres. of the Farmers Lbr. & Grain Co. at its recent annual meeting. F. M. Wooldrudge is sec'y-treas.

Genoa, Neb.—The sale of the elvtr. of the H. E. Fonda & Co. to Peter Larson, Sr. Albert and Will Lawson and L. J. Peterson has been confirmed by the courts.

Neligh, Neb.—C. J. Anderson was elected pres. at the recent annual meeting of the Farmers Elvtr. Co. Allen Hopkins is vice-pres., S. D. Thorton, Jr., sec'y-treas.

Hebron, Neb.—The recently organized Hebron Shipping & Elvtr. Co. has bot the elvtr. of Jacob Frey. Ben. F. Vette is pres. of the new company and A. H. Beisner, sec'y.

Hastings, Neb.—The Hastings Grain Men's Bowling Club is making some wonderful scores. Bill Hotchkiss and Fred Lesam are still the champions. Frank Theis also ran.

Aurora, Neb.—T. M. Scott was elected pres. of the Aurora Elvtr. Co. at the recent annual meeting. Other officers are S. B. Otto, vice-pres.; D. M. Walker, sec'y, and J. J. Springer, treas.

Potter, Neb.—Farmers Grain & Mfg. Co., incorporated; capital stock, \$6,000; incorporators Fred Wickhorst, A. M. Leafdale, N. H. Troelstrup, G. Brady, R. L. McAdam, J. Carlson, and J. A. Woten.

Shickley, Neb.—Chas. Flory was elected pres. of the Farmers Elvtr. Co. at its recent annual meeting. Fred Peterson is sec'y and Edward Schelkopf, treas. Frank Anderson was re-elected mgr.

Mason City, Neb.—Jones & Taylor, props. of the Globe Mills at Broken Bow, have leased the elvtr. of B. J. Tierney and will operate it as Globe Mills Elvtr. "B." It will be put into operation at once.

Campbell, Neb.—Mr. Ruyle has succeeded F. F. Crawford as elvtr. mgr. for the Farmers Business Ass'n. Mr. Crawford resigned Jan. 1 and Mr. Worlie had temporary charge of the business for a month.

Omaha, Neb.—The state food com's'ner has instituted proceedings against the Bewsher Grain Co. which he alleges is attempting to do a commission business without filing a bond as provided by the state law. He claims that the company has refused to comply with the law and is liable for a fine of from \$10 to \$100.

Atkinson, Neb.—Harvey Shaw was caught in the machinery of the local elvtr. Jan. 26 and was seriously if not fatally hurt. Just how the accident occurred is not known. He was alone in the building at the time. A car of grain was being elevated and Mr. Shaw went to the cupola. It is supposed that to steady himself to pass under this shaft to get over to the bin he threw his arm over the shaft and in stooping under, the neck of his heavy roll collar sweater caught in a projecting set screw. Employees noticed that the machinery was not running smoothly and investigating found Mr. Shaw wedged between the roof of the cupola and the shaft. The engine was immediately stopped and his clothing was cut away to release him. The fact that the roof was so low that his body could not be drawn over and around the shaft is the main reason that he was not instantly killed.

Prague, Neb.—John S. Stuchlik was elected pres. of the Farmers Stock & Grain Co. at its recent annual meeting. Jos. Cizek, vice-pres., and V. Polak, sec'y.

Hastings, Neb.—The elvtr. of the Hastings Mfg. Co., containing approximately 15,000 bus. of wheat, burned Jan. 28; loss on building \$9,000; on contents, \$15,000 to \$20,000. The plant is owned by J. C. Hedge and C. E. Dinsmore. The mill was saved.

Superior, Neb.—D. C. Bishop, who has been associated with Geo. Scoular in the grain business for the last 12 years, has been admitted to partnership in the firm which will now operate as Geo. Scoular & Bishop. The firm will operate the line of country elvtrs., lumber yards, etc., in Kansas with head offices and terminal elevator here as formerly carried on by Geo. Scoular. D. C. Bishop entered Mr. Scoular's office shortly after leaving the University of Nebraska and has been with him since. He has been taking an active part in the management for the last 5 years. The senior partner of the firm left Scotland about 30 years ago and after a year or two in Chicago came west and has been in business here for about 25 years. He was brot up in the milling and grain business with his father at Doonside Mills, near Ayr, Scotland, on the Banks o' Doon. W. D. Scoular's brother still operates the mills above referred to.

## LINCOLN LETTER.

A bill to repeal the vertical grain test law has passed the senate.

Four warehouse bills have been introduced in the Senate, but no definite action has been taken on any of them.

Representative R. C. Hunter has introduced a bill to abolish trading in futures in grain, cotton, bonds, etc. The bill is an amendment to the law abolishing bucket shops.

S. F. 171, introduced, Jan. 30, by Senator Howell, has been referred to the com'te on agriculture. The bill provides for regulating the warehousing of grain, licensing, bonding, prescribing storage rates and safe guarding warehouse receipts.

S. F. 147, introduced by Senator Grace, Jan. 28, has been referred to the com'te of Agriculture. The bill provides that every warehouse man receiving grain for storage shall be allowed the following storage charges: For the first 10 days, or fraction thereof, 1½¢ per bu.; for each succeeding day 1/30 of 1¢ per bu., which charges shall include the cost of receiving, handling, storing, insuring and delivering grain. Every warehouse man shall keep all grain stored with him insured at his own expense and shall furnish a bond as required in section 7513, Revised Statutes of Nebraska for 1913, in an amount which shall equal the value of any amount of grain for which he may have issued and outstanding storage receipts at any one time.

S. F. No. 1, introduced by C. W. Beal and S. F. No. 30, introduced by Willis Wilson, both referred to the com'te on agriculture, are of the same tenor, authorizing the state railroad commission to control weighing, to establish a state grain inspection department and a system of public warehouses. The bills are loosely drawn and are probably unconstitutional, Sec. 1 for example, declaring all "commercial" warehouses to be public warehouses, ignoring the fact that a private warehouse may be used for "commercial" purposes. Warehouses are divided into 3 classes, A, B and C, as to whether situated in large or small cities. Proprietors must apply for license and give bond. Stringent regulations forbid mixing. State weighmasters are forbidden to be members of any board of trade. Railroad companies are required to grant sites for public warehouses. Storage charges are prescribed, and the warehouseman must post weekly the amount of each grade and kind of grain in store. On Jan. 27 the com'te recommended both bills be indefinitely postponed, but the senate voted to recommit them to the com'te.



## NEW ENGLAND

Weir Village (North Dighton p. o.), Mass.—The Taunton Grain Co., of Taunton, has installed a power shovel.

Plymouth, N. H.—Henry Little bot out Wm. Patterson last October and is operating as the H. Little Grain Co.—Mrs. Wm. Patterson.

Falmouth, Mass.—I recently bot the local grain and feed business of E. E. C. Swift but there is no elvtr. I deal in millstuffs and feeds in mixed carlots and in hay and grain in carlots.—S. H. Wilmore.

Pawtucket, R. I.—Geo. Warren Kent, treas. and gen. mgr. for the Narragansett Mfg. Co., died, Feb. 3, at the age of 71. In 1864 the milling company was incorporated and Mr. Kent was elected to the offices that he held at the time of his death.

## BOSTON LETTER.

Seth Catlin, Sr., has been re-appointed chief grain inspector of the Chamber of Commerce.

David F. Silbert, for 20 years a member of the Chamber of Commerce, and well known to the grain and flour trade, died Jan. 26, at the age of 70.

Washburn-Crosby Co., incorporated in this state, to deal in flour, wheat, cereals, etc.; capital stock \$10,000; Robt. J. Cram, Jos. W. Lund and A. N. Hunt. Mr. Lund is treas.

The D. W. Ranlet Co., well known at this market, went into the hands of a receiver, Feb. 4. Harry J. Wood, pres. of M. Door & Co., was appointed receiver. The total indebtedness is placed at \$100,000. The high price of grain is given as the reason for the failure.

Members of the grain board of the Chamber of Commerce recently voted to ask the directors to oppose the Morse bill providing for federal inspection of grain, and to notify all New England congressmen. This action was against the vote of the grain board executive com'te, which favored the bill. Geo. W. Eddy said that federal inspection means the establishment of the government standard at this port, driving the present grain shipments from Boston to other Atlantic ports. He maintained that the moisture test is numerically higher at this port whence grain may be shipped under conditions other than from ports to the southward.

Dan'l D. Morss, for many years treas. of the Chamber of Commerce, died at 6 a. m., Jan. 25, after a week's illness with pneumonia. Mr. Morss has been connected with the Chamber of Commerce since its organization and before that was sec'y of the old corn exchange. He entered the grain trade in 1866 with Harvey Scudder & Co. in which his father was interested. When his father died he became junior partner and later formed a partnership with Geo. S. Jackson, operating as Jackson & Morss. In 1880 the firm was consolidated with H. B. Goodwin & Co. and for many years Mr. Morss had charge of the export dept. In 1871, he was elected sec'y of the old Corn Exchange. When the exchange was merged with the Commercial Exchange in 1878, he became chairman of the grain com'te. In 1896 he was elected treas. of the Chamber of Commerce and held the office until Nov. 14, 1905, when he was elected sec'y to succeed Elwyn G. Preston, who resigned. He was re-elected treas. in 1912. Jas. A. McKibben becoming sec'y. Mr. Morss was an expert of grain exportation and was considered an authority on transportation. His death was a severe shock to his many friends, many of whom were unaware of the fact that he was seriously ill. The exchange was closed during the hours of the funeral and many of the officials and members were present at the services. Mr. Morss was 67 years old and had lived in this city all of his life. He is survived by his widow.

## NEW MEXICO

Roswell, N. M.—We have succeeded the Farmers Supply Co., the Roswell Seed Co. and the Roswell Produce Co.—United Seed & Fruit Co.

Clayton, N. M.—We have completed our corn and feed mill and will open it Feb. 10. We will operate as the Clayton Mfg. Co. Will probably put up a wheat elvtr. and mill next summer.—Clayton Mfg. Co., S. O. Pennick and N. E. Charlton, props.

## NEW YORK

Union, N. Y.—The Union Mfg. Co., incorporated to deal in feed and grain; capital stock \$10,000.

Saratoga Springs, N. Y.—The Saratoga Grain & Mfg. Co., has installed automatic weighing and bagging scales.

Batavia, N. Y.—The Ross Food Co. has bot a building here and will remodel it into a shredded wheat biscuit factory.

Buffalo, N. Y.—The Ralston Purina Co., of St. Louis, Mo., incorporated in this state; capital stock \$1,000,000. Incorporator U. L. Hedrick.

Albany, N. Y.—The Federal Macaroni Co., incorporated to deal in grain, cereals and flour; capital stock \$50,000; incorporators Thos. R. and Geo. T. Vanboskerck.

New York, N. Y.—Hugo D. Lehmann, of D. Lehmann, of Antwerp, Belgium, and Aldo Guetta, of Massimo Guetta, of Venice, Italy, have applied for membership in the Produce Exchange.

Lockport, N. Y.—The Mansfield Mfg. Co., incorporated to deal in grain and do a general milling business at Mansfield, O.; capital stock \$100,000; incorporators Ex-Mayor H. M. Witbeck, L. T. Witbeck and P. V. Chadsey.

New York, N. Y.—Jean J. Goldschmidt, of the grain and flour firm of E. J. A. Goldschmidt, Paris, France, who was recently admitted to membership in the Produce Exchange and was in charge of the company's business here, has been called home for service at the front.

Buffalo, N. Y.—The 1,000,000-bu. elvtr. of the Ralston Purina Co., of St. Louis, Mo., built on the site of the Husted Mfg. Co.'s plant destroyed by an explosion June, 1913, has been completed and will be put into operation early in April. Lloyd Hedrick will be Buffalo mgr. for the company.

New York, N. Y.—The report that Frank S. Selleck and Thos. M. Ricalton had formed a partnership, is incorrect. The gentlemen are both members of the Produce Exchange and occupy the same office in the Exchange Bldg., but they are not engaged in business together.—L. P. Howe, sec'y Produce Exchange.

## NORTH DAKOTA

Coulee, N. D.—The elvtr. of the Cullen Elvtr. Co. burned Jan. 24; loss \$15,000.

Wahpeton, N. D.—E. K. Perrin is the new mgr. of the Equity Elvtr. & Trading Co.

Sheldon, N. D.—The Farmers Elvtr. Co. will repair its elvtr. and improve the whole plant.

De Lamere, N. D.—The Equity Elvtr. & Trading Co. has built a 40x60 ft. machinery warehouse.

Richardton, N. D.—We have succeeded the Farmers Elvtr. Co.—A. Koesel, mgr. Richardton Equity Exchange.

Bisbee, N. D.—Val C. Gores has succeeded the late H. H. Wieck as mgr. of the Farmers Elvtr. Co. Mr. Wieck died Dec. 9.

Valley City, N. D.—J. H. S. Thompson, treas. and gen. mgr. of the Farmers Elvtr. Co., was recently injured in a runaway accident.

Falsen, N. D.—Albert Lee has succeeded Earl Thorpe as mgr. for the Farmers Elvtr. Co. Mr. Lee is a former mgr. of the company.

Linton, N. D.—We have bot the elvtrs. of Culberson & Smith at this station and at Temvick.—C. Kruger, Leeman & Kruger, Strasburg.

Fillmore, N. D.—The elvtr. I recently bot is operated in connection with the Ugland Grain Co.—D. H. Ugland, Knox.

Makoti, N. D.—Lungreen Bros. will build a 25,000-bu. elvtr. this summer.—F. L. Monson, agt. Woodworth Elvtr. Co.

Courtenay, N. D.—W. M. Holden, who formerly owned an elvtr. here, is now with the E. L. Welch Co., Minneapolis, Minn.

Beach, N. D.—The elvtr. of the Lee Grain Co. here was sold to A. E. Faris, Nov. 9, and he is now operating it.—A. A. Lee, Hatton.

Fort Clark, N. D.—Interest in the organization of a farmers elvtr. company is increasing and it is believed that an elvtr. will be built.

Karlsruhe, N. D.—The elvtr. of the Lee Grain Co. was closed Dec. 1, and will remain closed for the rest of the season.—A. A. Lee, Hatton.

Max, N. D.—Frank Hunt has succeeded the Farmers Elvtr. Co. The elvtr. of the Osborne-McMillan Elvtr. Co. has been moved to Simco.—I. L. Berge.

Sydney (Ypsilanti p. o.), N. D.—Three elvtrs. will be built on the Midland Continental R. R. at this station, Millarton (Montpelier p. o.) and Nortonville (Alfred p. o.).

Garrison, N. D.—Officers of our company are Jerry O'Shea, pres.; C. J. Jensen, vice-pres.; Frank Peterson, sec'y, and Robt. Fitzgerald, treas.—A. Konig, director Equity Farmers Elvtr. Co.

Hope, N. D.—The Hope Grain Co. is building an up-to-date feed mill with 6 overhead bins. The elvtr. and feed mill will be operated by two 15-h.p. engines coupled to one counter shaft.—A. A. Lee, Hatton.

Hankinson, N. D.—I have succeeded E. L. Johnson as agt. for the Atlantic Elvtr. Co., having been transferred from the company's elvtr. at Orleans, Minn. We are painting the elvtr. and making general repairs.—Chris. Christensen.

Finley, N. D.—The Buro of Markets, at Washington, D. C., has installed a system of bookkeeping in the elvtr. of the Farmers Elvtr. Co. here, and the government has paid \$25 toward the salary of the bookkeeper for the first 4 months.—A. A. Lee, Hatton.

Dunn Center, N. D.—Our elvtr. has a capacity of 40,000 bus. The equipment includes an electric drive, 15-h.p. oil engine, a 15-h.p. dynamo, 10-h.p. and 6-h.p. motors and Monitor Cleaner. Our officers are W. C. Petten, pres.; Chas. Hass, sec'y, and A. J. Bretzaff, treas.—E. A. Phelps, mgr. Dunn Center Equity Elvtr. Co.

Elgin, N. D.—The report that a farmers company had been organized here is wrong as we have been in the elvtr. business here for the last 3 years. The company referred to is probably the branch of the Equity Exchange, organized by some of our members at Carson. The new company there will either buy or build this summer.—P. N. Madison, Elgin Equity Exchange.

Minot, N. D.—The annual meeting of the North Dakota Farmers Grain Dealers Ass'n will be held in this city Mar. 10 to 12. Among the addresses of interest to the grain dealer are "Coopering Cars," James A. Axtel, Hurdsville, N. D.; "Mixing Grains," I. M. Bunn; "Hedging," P. F. Knutson, Eckelson, N. D.; "Cleaning Grain," Walters, Blabon, N. D., and "Elevator Accounting," J. R. Humphrey.

## BISMARCK LETTER.

The following house bills have been indefinitely postponed: H. B. 16, H. B. 28 and H. B. 36—H. B. 31 has been recommended for passage. The substance of these bills was given in these columns, Jan. 25.

Bismarck, N. D.—Representative W. J. Burnett Feb. 8 introduced a bill providing that a state owned terminal elvtr. be constructed at either St. Paul or Superior, at a cost not to exceed \$75,000. The bill carries an emergency clause, making the funds available immediately so that the elvtr. may be completed in time to handle this year's wheat crop.



S. B. 68, introduced by Senator Gronvold is an act relating to liens on crops on land held under a lease crop contract or a contract of sale. Said lien must be filed with the register of deeds in the same manner as chattel mortgages are now filed. It has been referred to the judiciary com'te.

## OHIO

Middlebranch, O.—Ulrich Brumbaugh has installed a grain conveyor in his elvtr.

Lodi, O.—We have succeeded H. Bennader & Co.—T. E. Ewing, Lodi Elvtr. Co.

Hancock, O.—The Hancock Grain & Milling Co. has been sold to Charles H. Shuler.—C. C. J.

New Bavaria, O.—A. J. Hornung is now mgr. for the Farmers Elvtr., Grain & Supply Co.

Fostoria, O.—The farmers elvtr. proposition has fallen thru.—C. Franke, Fostoria City Mill.

Sedalia, O.—Vent & Riddle will put a new gas engine in their elvtr. to replace steam power.—C. C. J.

Defiance, O.—I have severed my connection with the Defiance Grain & Mfg. Co. and W. G. Jarvis is now mgr.—J. D. Spangler.

Columbus, O.—Contrary to report, the date and place of our annual meeting has not been decided.—J. M. McCord, sec'y Ohio Grain Dealers Ass'n.

Youngstown, O.—H. J. Wilbur will engage in the grain and feed business in this city. He has offices in the Mahoning Natl. Bank Bldg.—F. V. Perry, Scottdale Coal Co., Scottdale, Pa.

Lodi, O.—H. Bennader has sold his elvtr. to what will be known as the Lodi Elvtr. Co., composed of C. M. Krumm and T. E. Ewing. The elvtr. property is owned by Mr. Krumm individually.—C. C. J.

Columbus, O.—The Public Utilities com'te of the legislature will hold hearings on a bill giving the Public Utilities Com'n authority to suspend railroad tariffs on interstate business, Feb. 10.

Pittsburgh, O.—The firm of Arnet & Hammel has been dissolved by mutual consent and I have taken over the entire business in grain, flour, feed and coal. The change was made Jan. 25.—Ed. Hammel.

Portsmouth, O.—The Grimes-Stritmatter Co., incorporated; capital stock, \$10,000. Officers, H. S. Grimes, pres.; Ed. Stritmatter, sec'y-treas. Other incorporators Mrs. Grimes, Mrs. Stritmatter and J. D. Bridges.

Centerburg, O.—We are the only grain and seed dealers at this station. No improvements will be made this season and very little if any new machinery will be installed.—H. W. Updike, T. D. Updike & Son.

Weston, O.—John V. Dirk has acquired the interest of Edward Baldwin in the elvtr. formerly owned by Baldwin & Dirk, and Baldwin has bot Dirk's holdings in another elvtr. operated by the same firm at this point.—C. C. J.

McClure, O.—As an inducement for the Mollett Grain & Mfg. Co. to rebuild the elvtr. burned Jan. 10, farmers and business men have appointed a com'te to solicit subscriptions of stock and there is little doubt as to the success of the project.

Rockford, O.—A. J. Hawk has sold his elvtr. here to C. G. Sheller. The property is what is known as the Behymer Bros. Elvtr. and will hereafter be operated by the Behymer Bros. on lease. Mr. Hawk will give his attention to farming.—C. C. J.

St. Paris, O.—The St. Paris Grain Co., which recently purchased the Emma Brecount Elvtr. and the John H. Myers Elvtr., will install a 25-h.p. electric motor at the Brecount elvtr. and make other improvements. John H. Myers will be manager.—C. C. J.

Mansfield, O.—The company that recently bot the plant of the Hicks-Brown Mfg. Co. at this point, has been incorporated in Lockport, N. Y., as the Mansfield Mfg. Co. Capital stock \$100,000; H. M. and L. T. Witbeck and P. V. Chadsey incorporators. The plant has been overhauled and put into first class condition.

Toledo, O.—After being at the bottom of the St. Lawrence River for 6 months, a letter from the Raymond P. Lipe Co. has reached its destination in Liverpool. The letter was on the ill fated Empress of Ireland that sank in the river last May. The letter was dated May 26 and was remailed at Ottawa, Canada, Dec. 28.

Cleveland, O.—Another meeting was held Jan. 23 by members of the Chamber of Commerce who are interested in the organization of a Hay & Grain Exchange. C. G. Watkins was appointed chairman of a com'te to secure the 20 names necessary to form the organization. Others on the com'te are J. G. Montfort, C. F. Clark and M. G. Robertson.

Columbus, O.—Grain dealers here are feeling the brunt of a new order of things in transportation matters which places this city at a disadvantage compared with other points in the same general section. The railroads in official classification territory recently filed with the Interstate Commerce Commission, tariffs to become effective Feb. 1, providing for reconsignment charges of from \$2 to \$5 per car. The Ohio Grain Dealers Ass'n, jointly with the Ohio Shippers Ass'n, also the Columbus Chamber of Commerce, filed petitions asking suspension of such tariffs. The Commission declined to suspend, and the tariffs went into effect on Feb. 1. These tariffs make certain exceptions in favor of Toledo, Cleveland, Cincinnati, Indianapolis and other points, but without including Columbus. It is believed that the bodies mentioned will challenge such tariffs by formal complaint before the Interstate Commerce Commission on the grounds of being unreasonable and unjustly discriminatory, and with this combined influence relief to Columbus grain dealers will be forthcoming in the near future.—C. C. J.

## CINCINNATI LETTER.

J. E. Collins, Jr., of Collins & Co., is seriously ill.

The new directors of the Chamber of Commerce at the first meeting of the board, re-appointed all the old employees of the exchange, including Wm. C. Culkins, executive sec'y and supt.

T. C. Powell, the newly elected pres. of the Chamber of Commerce, addressed the members of the Grain & Hay Exchange Jan. 26, and asked their earnest co-operation in furthering the interest of the exchange. The grain and hay men took up the matter of the ½ to ¾ cent increase on shelled corn and referred the question to a com'te for report at the next meeting. The nominating com'te of the Grain & Hay Exchange is composed of Frank R. McGuire, T. F. Terrill, F. F. Collins, W. G. Stueve and Aug. Ferger. The election was held Feb. 9.

When the reshipping rates were cut out at Nashville, Tenn., our company was forced to open an office at a point where all southbound rates would break. Our object in Cincinnati is to stay in the hay business but we intend to buy outright and handle on commission both hay and grain. We will also handle cotton seed products to a large extent. We have a 50-car capacity warehouse in this city on the C. & O. I have been connected with the Early & Daniel Co. for the past 9 years.—J. A. Stevens, now mgr. of local office of Lanier Bros., Nashville, Tenn.

Pres. T. C. Powell of the Chamber of Commerce has appointed the following standing com'tes: Grain and Hay Exchange; Grain, H. Lee Early, chairman; C. S. Custer, W. H. Kramer, R. S. Fitzgerald and Dan B. Granger; Call Com'te, Al Gowing, chairman; W. R. McQuillan, Frank F. Collins, Charles S. Maguire and F. E. Fleming; Public Weighing, Frank F. Collins, chairman; August Ferger, E. C. Skinner, Andrew M. Braun and H. M. Brouse; Discount; Oats, John DeMolet, Al Gowing, Frank J. Corrus; corn, Albert C. Gale, John E. Collins, Jr., E. A. Fitzgerald; wheat, H. Edw. Richter; rye, Max Blumenthal; barley, B. W. Wasson; Rules and Regulations, Samuel A. Emerle, chairman; William H. Simmons, H. J. Finke, A. G. Norman and W. H. Toohy.

The report that I have left this city is only partly true. I came to Louisville, Ky., to inspect shipments of hay, but have made no permanent arrangements here. Our headquarters are still in Cincinnati and as soon as the movement thru this market is normal again I will take over the warehouse on which I hold an option.—C. S. Emrick, Louisville, Ky.

## OKLAHOMA

Kremlin, Okla.—Farmers will build an elvtr. here.

Gage, Okla.—L. Yount has succeeded W. F. Peugh as our mgr.—Gage Roller Mills.

Rosston, Okla.—The Rosston Grain & Stock Shipping Co. has succeeded Garland White.

Watonga, Okla.—R. G. Marshall has purchased the Marshall Brothers Elvtr., coal sheds, implement house and cribs.

Enid, Okla.—White Grain Co. incorporated; capital stock, \$5,000; incorporators, G. and E. White and Ben Feuquay.

Ames, Okla.—T. C. Cones, of Lamont, Okla., has purchased the Blackwell Mill & Elvtr. Co.'s elvtr. and will remodel it.

Beggs, Okla.—I am severing my connection with the firm of Hummel & Latto in which I was a partner.—C. R. Latto.

Woodward, Okla.—The Woodward Cotton Co. will build a \$10,000 mill and elvtr. Jno. Raynor is pres. and mgr. of the company.

Blackwell, Okla.—The Blackwell Mfg. & Elvtr. Co. is installing 11 Richardson Scales in its plant and will put in 6 more later on.

Ringling, Okla.—Creel Grain Co. incorporated; capital stock, \$10,000; incorporators, R. J. Creel, F. C. Ingham and C. C. Blech.

Oklahoma City, Okla.—The Beutke Grain Co. incorporated; capital stock, \$5,000; incorporators, E. L. and M. F. Beutke and D. J. Ruthledge.

Hinton, Okla.—A. B. Gentry has bot the elvtr. of the Farmers Union Co. from O. E. Durham. He has been operating it under lease for some time.

Bushyhead, Okla.—I have not sold or leased my elvtr. to Stewart & Goodman as reported. I have installed another car loader and made other improvements, including an automatic scale.—Wm. Major.

Beaver, Okla.—We have not let contract for an elvtr. here yet and will not do so for some time. We are building a spur from Beaver to Forgan and when this is completed we will have elvtrs., probably some time this summer.—E. Clift.

Hunter, Okla.—We have bot the elvtr. of the Pearson & Hayton Grain Co. and will take possession Mar. 1.—Thompson & Wilson Grain Co.—The new company is composed of E. E. Wilson, former mgr. of the elvtr., and C. L. Thompson. The price paid was \$4,500.

Chelsea, Okla.—The Chelsea Hay & Grain Co. has let contract to the White Star Co. for a 10,000-bu. elvtr., same to be studded structure, iron clad and equipped with sheller, cleaner, mill and manlift. The machinery will be electrically driven. The work has been started.

Holdenville, Okla.—A fire in a warehouse of the Holdenville Grain & Produce Co., Jan. 20, threatened to spread to the elvtr. which is only a few feet from the burned building. Hard work saved the elvtr. and confined the flames to the warehouse. The loss amounted to \$2,300 fully covered by insurance.

Sallisaw, Okla.—We will build an elvtr. similar to the one belonging to the Alva Roller Mills, Grain & Coal Co. at Alva. It will be the first house in this vicinity as it has been a cotton country but many farmers are now planting grain. Oats will be our largest crop.—L. C. McNabb, pres. Sallisaw Mill & Elvtr. Co.



**OREGON**

Haines, Ore.—The headquarters of the Oregon Mill & Grain Co. will be moved from Rock Creek to this station.

Baker, Ore.—On "sack day," Jan. 16, Sec'y Crabill of the Farmers Union, received approximately 35 per cent more orders per individual than last year. This indicated an increased acreage of grain for 1915.

Portland, Ore.—Six forged Bs/L amounting to \$8,430 covering 6 cars of imaginary grain, are now in the possession of the Columbia Mfg. Co. The Bs/L were forged by J. C. Young who recently came to this city and opened an office in the Chamber of Commerce Bldg. He claimed to be a grain buyer from Boise, Ida., and immediately advertised for an experienced grain buyer, selecting Geo. W. Ford from the many applicants. He carried on the business for about 3 weeks, and then disappeared. Investigation showed unpaid room rent, a waiting stenographer and the 6 forged bills. His first sale amounted to \$630 and was legitimate. The day after this sale however he presented the forged bills and received the money. That night he left town and no trace of him has been found.

**PENNSYLVANIA**

Pittsburgh, Pa.—W. M. Hazelgrove has moved his offices to the Wabash Bldg.

Dillsburg, Pa.—Robt. Nelson has bot the interest of Ray Cook in the Cook Grain, Feed & Supply Co.

Shiremanstown, Pa.—Simon Eberly has bot the elvtrs. and warehouse here and at New Kingston, taking possession Feb. 1. The elvtr. here will be operated by Frank Eberly and the one at New Kingston by C. L. Beinseisel.

Pittsburgh, Pa.—D. G. Stewart, the oldest active member of the Grain & Hay Exchange, was toastmaster at the entertainment and smoker of the exchange, Jan. 28. Mr. Stewart reviewed the growth of the exchange in an entertaining manner. A buffet luncheon was served and the smokers were entertained by a quartet composed of members of the exchange.

**PHILADELPHIA LETTER.**

J. S. Hitchings has applied for membership in the Commercial Exchange.

An indefinite embargo on grain at the Port Richmond elvtr. has been declared by the Reading Railroad. Shipments billed prior to Jan. 28 only will be accepted.

Chas. C. Norris, an old time member of the Commercial Exchange, and well known to the feed and grain dealers of a decade ago, died recently at Belfonte, Pa., at the age of 72. He had not been actively engaged in the grain business for many years.

The Commercial Exchange elected officers for 1915 at an elaborate buffet luncheon, Jan. 26. The re-election of Pres. Louis G. Graff was unanimous as were those of Vice-Pres. C. H. Bell and Treas. Jos. W. Beatty. New directors are Phil. R. Markley, Geo. C. Shane, Horace Kolb, Chas. Hay, E. Marion Hall, and Winfield S. Woodward. Among the official com'tes named are: grain com'te, Geo. M. Warner, Horace Kolb, James L. King, Aug. F. Gruber, Art. C. Harvey, L. G. West and M. F. Miller; complaints, S. Abbott Willits, Wm. J. Rardon, Roy L. Miller, W. B. Stites and A. S. Hood.

**SOUTH DAKOTA**

Woonsocket, S. D.—The elvtr. of Wiley Bros. & Co. is closed.

Wolsey, S. D.—The elvtr. of the Farmers Elvtr. Co. is closed.—X.

Herrick, S. D.—The elvtr. of Caspary & Sons has been opened with H. W. Rust as mgr.

Greenway, S. D.—Our elvtr. at this station has been wrecked.—Crown Elvtr. Co., Minneapolis, Minn.

Bucyrus, S. D.—We have sold our elvtr. at this station to the Farmers Elvtr. Co.—Geo. C. Bagley Elvtr. Co., Minneapolis, Minn.

Webster, S. D.—I have bot the old elvtr. of Emil Huwe and will give it a general overhauling.—J. E. White.

Bradley, S. D.—Richard Forthinger has left the employ of the Farmers Elvtr. Co. and is now in Minnesota.

Henry, S. D.—We have built new coal sheds and added coal and flour to our grain business.—E. Blankenburg.

Sioux Falls, S. D.—The Flaney Grain Co., of Sioux City, Ia., has opened an office here. Fred Webber is mgr.

Kranzburg, S. D.—The Farmers Elvtr. Co. now own and operate the elvtr. of the Davenport Elvtr. Co. L. H. O'Toole is mgr.—X.

Kampeska, S. D.—The elvtr. of the Western Elvtr. Co. has been torn down and the Farmers Elvtr. Co. has the only house here.—X.

Hillsview, S. D.—E. Reiner & Son are out of business here. The Kellogg Com'n Co. now operates the elvtr. of the Crown Elvtr. Co. and the elvtr. of J. M. Schatz.—X.

St. Pierre, S. D.—We have sold our elvtr. here to Farrell & Ostendorf but are operating the rest of our houses.—J. J. Decker, prop. Decker Elvtr. Co., Menno.

Roslyn, S. D.—Herman Olson and O. M. Stavig recently bot the elvtr. of the Osborne-McMillan Elvtr. Co., taking possession, Feb. 1. They will operate as the Stavig-Olson Grain Co.

Viborg, S. D.—F. M. Olson has bot the elvtr. of the Duluth Elvtr. Co., which has been operated as the Monarch Elvtr. Co. Peter Madsen, formerly with the New London Mfg. Co., is now employed in the Olson Elvtr.

Diamond, S. D.—Ely, Salvards & Co. own the only elvtr. here now. Lindquist Bros. failed and are out of the business. There is no railroad here and grain is hauled by boats to Browns Valley for shipment.—Theo. Bahls.

Victor, S. D.—Last year we built an elvtr. at this point and operated it for about 2 months. We then sold it to Dave L. Nicol, of White Rock, and it is now operated as Nicol & Anderson.—S. E. Oscarson Co., White Rock.

**SOUTHEAST**

Cartersville, Ga.—J. E. Field & Son will install the latest grain handling machinery in their warehouse.

Lynchburg, Va.—B. W. Barksdale, of T. A. Jennings & Son, has been seriously ill at a local sanitarium.

Asheville, N. C.—The J. D. Earle Feed Co. has succeeded Earle & Nelson and the Asheville Grain & Hay Co.

Tampa, Fla.—R. W. Miller, of the Miller-Jackson Grain Co., has fully recovered from his recent operation and is again at his desk.

Birmingham, Ala.—The addition to the plant of the Western Grain Co. will have a capacity of 20,000 bus.; new feed mixing and grinding machinery will be installed.

Richmond, Va.—Fred. A. Blank has succeeded J. W. Craig, Jr., as mgr. of the Dunlop Mills, Mr. Craig now being export mgr. for Shane Bros. & Wilson of Philadelphia.

Norfolk, Va.—Highwaymen are believed to have shot and killed L. M. Powers, a grain broker of this city. His body was recently found in the street with a bullet hole in the back of his head.

Columbus, Miss.—An up-to-date flour mill is to be erected here by the Independent Oil & Fertilizer Co. Farmers of this section have planted 1,000 acres of wheat, and once the mill is a fact the acreage will be considerably increased next year.—S.

Rainbridge, Ga.—We are figuring on establishing a small grain elvtr. with the necessary equipment for handling corn, the machinery to include shellers, shuckers, cleaners, driers, feed mill, conveyors, etc. If we build, the plant will be small but will be arranged so that it can be easily enlarged.—J. J. Farrell, sec'y Board of Trade.

**TENNESSEE**

Lebanon, Tenn.—Baird, Wilkerson & Co. have recently engaged in the grain business at this point.

Nashville, Tenn.—Lanier Bros. of this city have opened a branch office in Cincinnati, O., with J. A. Stevens, formerly with the Early & Daniel Co. in charge.

**TEXAS**

Amarillo, Tex.—We have succeeded G. F. L. Bishop & Co.—J. H. Bishop Grain Co.

Van Alstyne, Tex.—The mill and elvtr. of Louis Garver burned recently; loss \$14,000.

Shamrock, Tex.—B. P. Hatcher & Sons have bot the elvtr. of W. A. Rose & Son. J. H. Hatcher will be mgr.

Beaumont, Tex.—That the McFaddin-Weiss-Kyle Rice Mfg. Co. is not insolvent is the statement of S. W. Pipkin, receiver of the company.

Amarillo, Tex.—Panhandle Grain & Elvtr. Co. incorporated; capital stock, \$50,000; incorporators, G. W. Crowell, G. M. Hamilton and J. D. Hunter.

Fort Worth, Tex.—The Standard Macaroni Co. has been forced into bankruptcy. The Claflin Mill & Elvtr. Co., Claflin, Kan., hold a claim against the company for \$875.56.

Nacogdoches, Tex.—We have offered a reward of \$700 for the apprehension and conviction of the incendiary responsible for our fire of Nov. 9. We will rebuild in the spring.—W. T. Wilson Grain Co.

Fort Worth, Tex.—The Panther City Grain Co. will erect a 6-in. iron spout to transfer grain from its elvtr. on one side of the street to the warehouse on the other side. The company will also install a mixed feed plant.

Galveston, Tex.—Another serious fire was narrowly averted, Jan. 31, when fire was discovered at 9 p. m. in Elvtr. "A" on Pier 14. Prompt action and the sprinkler system saved the elvtr. and the 600,000 bus. of grain it contained. Considerable grain will have to be dried, but none was damaged by fire. The elvtr. is operated by the Galveston Wharf Co.

**UTAH**

Salt Lake City, Utah.—The C. H. Miller Grain Co. has made a voluntary assignment in favor of its creditors. Fred W. Walton, of Centerville, will take charge of the business and settle its debts.

Logan, Utah.—At the annual convention of the Utah-Idaho Millers & Grain Dealers Ass'n, held in this city Jan. 22, C. A. Smurthwaite, of Ogden, advocated the appointment of a state agt. to advise farmers as to crops to be planted, etc.

**WASHINGTON**

Spokane, Wash.—The jute mill at the state penitentiary has been closed. The selling price of grain bags has fallen so low there is no profit in them. Bags are selling at 7c.

**WISCONSIN**

Allen, Wis.—Wm. Lowe is our agt. here.—Jones Bros., Osseo.

Osseo, Wis.—R. C. Field has succeeded Hogan & Waller.—A. G. Cox.

Cleghorn, Wis.—F. Bluffington is our agt. here.—Jones Bros., Osseo.

Forrestville, Wis.—I am now agt. for the Cargill Grain Co.—John Poh, Jr.

Edgerton, Wis.—We have succeeded L. C. Whitett.—Schaefer Young Lbr. Co.

North Freedom, Wis.—I am agt. for the H. M. Johnston Lbr. Co.—A. R. Knapp.

Lone Rock, Wis.—J. J. Pollard has succeeded Pollard & Shelton.—J. M. Brophy.

Marathon, Wis.—We will build a new elvtr.—Cereal Mills Co., per Paul Rajek.

Oconto, Wis.—J. A. Urquhart will build a \$20,000 elvtr., warehouse and feed mill.

Greenville, Wis.—We have succeeded the Miller Lbr. Co.—Greenville Lbr. & Fuel Co.



Coleman, Wis.—The Coleman Imp. Co. has discontinued business.—J. H. Duquann.

Lake Beulah, Wis.—I am now mgr. of the Heddlers Lbr. Co.—Roy W. Richards.

Maiden Rock, Wis.—I am now agt. for the R. E. Jones Co. here.—E. M. Erickson.

Reedsburg, Wis.—We have succeeded the H. M. Johnston Lbr. Co.—Reedsburg Supply Co.

Elkhart, Wis.—Laun Bros. have succeeded E. L. Van Alstyne.—Farmers Merc. & Supply Co.

Jackson, Wis.—The Froehlich Merc. Co. has succeeded the Wm. H. Froehlich Co.—Hoge & Gumm.

Reeds Corners (Ripon p. o.), Wis.—I am now agt. for the Wisconsin Malt & Grain Co.—J. A. Russell.

Strum, Wis.—The elvtr. of T. M. Olson has been condemned and is out of commission.—F. E. Lyon.

Seymour, Wis.—I am agt. of the Cargill Grain Co. which has succeeded the Cargill Elvtr. Co.—E. J. Holz.

Ft. Atkinson, Wis.—The Royce-Holstine Lbr. Co. has succeeded the Wilcox Lbr. Co.—Zenger, Hoffman Lbr. Co.

Marion, Wis.—I have succeeded the Northern Mlg. Co., which is out of business at this station.—C. H. Zillmer.

Madison, Wis.—Gov. Philipp has reappointed James Kernan as a member of the state grain and warehouse com'n.

Millston, Wis.—W. H. Zolvet and E. W. Ivey are attempting to scoop shovel here. They bot several cars of rye.—E. Drescher.

North Prairie, Wis.—H. R. Hurst is the only dealer here at present. He has succeeded the North Prairie Feed, Fuel & Lbr. Co.

Silver Lake, Wis.—We have just completed our new grain and feed elvtr. and have enlarged our warehouse.—Wilbur Lbr. Co.

Neenah, Wis.—The J. J. Leutnegger Co. incorporated; capital stock, \$10,000; incorporators, J. J. and Mrs. C. Leutnegger and Geo. Klinker.

Oshkosh, Wis.—The Wisconsin Grain & Fuel Co. is not handling grain at present. Have remodeled the elvtr. into coal chutes.—J. E. Allar.

Wausau, Wis.—Work has been started on the elvtr. mill and cold storage plant of the Farmers Packing Co. The plant will cost \$250,000.

Pardeeville, Wis.—The T. H. Cochrane Co. lease the elvtr. of D. T. Lynch, operating it in connection with their own house.—Wm. Hughes.

Richfield, Wis.—Chas. Frey, formerly agt. for the American Malting Co., now operates the elvtr. formerly operated by them.—Peter W. Wolf.

Calumet Harbor (Peebles p. o.), Wis.—Bergen Bros. are agts. for the Fond du Lac Malting Co., which succeeded the Cargill Elvtr. Co. here.

Whitehall, Wis.—The elvtr. of Torgenson & Steig is not open this year.—Ole Everson is now mgr. for the Pigeon Grain & Stock Co.—Nelson & Larson.

Blair, Wis.—Harry Thorsgaard has succeeded B. M. Monen.—Ed Quammen is now mgr. for the Farmers Exchange.—E. O. Gilfillan, agt. Cargill Elvtr. Co.

Foster (Osseo p. o.), Wis.—P. N. La Blanc is scoop shoveling here. R. A. Jones, a partner in the company, is mgr. of our elvtr. here.—Jones Bros., Osseo.

Wild Rose, Wis.—L. Starks & Co. scoop shovel here. Bot few cars of rye. Is a potato shipper. We are the only regular dealers here.—Melcher Lbr. Co.

Loyal, Wis.—We have succeeded Rahm Bros. The props. of the company at present are Chas. and Aug. Rahm and myself.—E. A. Kunde, sec'y-treas., Rahm Bros. & Kunde.

Glenbeulah, Wis.—The capacity of the Laun Bros. Elvtr. is not over 7,000 bus. They did not buy this season.—Burmesch & Mueller bot for the Wm. Rahr Sons Co. this year.—Geo. B. Metzger.

Potosi, Wis.—Thomas & Orrick are out of business long ago. Practically no grain of any kind is shipped out but we buy what is offered. No regular grain dealer here.—S. A. Thomas Co., gen. mdse.

Delavan, Wis.—Earle M. Horton, of Horton & Son, died recently as a result of tetanus. Some time ago Mr. Horton caught his hand in the machinery at the plant and it was so badly crushed that all of the fingers and part of the thumb were amputated. He seemed to be making favorable progress when the dread disease developed.

Algoma, Wis.—The report that I had disposed of my grain business at this station, Forestville and Rio Creek, is incorrect. I am still in business at these points and will continue to be. I have bot the warehouse at Rio Creek formerly owned by my father, Aug. Froemming, and next year will operate it on a larger scale than heretofore. I contemplate changing the present flat warehouse there into an elvtr. to facilitate the handling of grain.—Frank Froemming.

## MILWAUKEE LETTER.

W. M. Bell & Co. have moved into new offices in the Mitchell Bldg.

The Lyman-Joseph Grain Co. has moved into larger quarters in the Chamber of Commerce Bldg.

The directors of the Chamber of Commerce have fixed the rate of interest on advances for February at 5½%.

The annual meeting of the State Millers' Ass'n was held in this city Jan. 28 and the following officers were elected: Carl Haertel, Stevens Point, pres.; Chas. Gruhle, Manitowoc, vice-pres., and E. J. Lachmann, sec'y-treas.

The following have been admitted to membership in the Chamber of Commerce, Erwin P. Nusslock, Albert Rothschild, Sam H. Steele, W. A. Zahn and Sherman E. Trask, and the following memberships were posted for transfer: N. M. Kent, W. P. Walsh, H. D. Sturtevant, Chas. A. Krause and Clarence G. Bogart.—H. A. Plumb, sec'y.

The report coming from Chicago that there are 15,000,000 bus. of wheat stored in Milwaukee has no foundation. In fact, the total elvtr. capacity of the city including elvtrs. of manufacturing plants is about that amount, and, as a matter of fact, there are only about 30,000 bus. of wheat in terminal elvtrs. Including stocks of millers, the quantity of wheat at Milwaukee is about 500,000 bus.—H. A. Plumb, sec'y Chamber of Commerce.

The Interstate Commerce Com'n has approved the tariff issued by the C. M. & St. P. in 1911, under which the switching charges between industries on its tracks in Milwaukee will be 1½c per 100 lbs. and on reciprocal switching 1c per 100 lbs. The State Railroad Com'n will undoubtedly issue a similar order to cover intrastate shipments. It is understood the Milwaukee road will attempt to establish the same switching charges at Minneapolis and other points.

A petition signed by receivers at this market was presented at a meeting of the directors of the Chamber of Commerce in December, asking that a recommendation to the Ass'n of an amendment of the rules to provide for a rate of ¾c per bu. to non-members for receiving and selling corn. A hearing was held on Dec. 29, at which a number of receivers appeared and argued the matter and the Directors tabled the petition, thus leaving the commission rate on corn ½c per bu. to non-members, ¾c to active members engaged in business and ¾c to members elected and qualified on or before Mar. 1, 1906, and to members of the Chamber of Commerce of Minneapolis or the Board of Trade of Chicago who are also members of the Milwaukee Chamber of Commerce.

BARCELONA, Spain, has more grain than can readily be sold, and the wharves are encumbered with vast quantities of wheat. The steamer Larrinaga unloaded 2,500 tons of American wheat on Jan. 25.

## H. E. Emerson Named Chief

Horace E. Emerson has been named by the Minnesota Railroad and Warehouse Com'n to succeed the late F. W. Eva as chief grain inspector at St. Paul, assuming his new duties at the capitol Feb. 8.



H. E. Emerson, St. Paul, Minn.,  
Chief Grain Inspector.

Mr. Emerson entered the dep't in 1891 at Minneapolis, starting as a helper. He was gradually advanced to the position of deputy inspector at Duluth and was made head of the dep't at Duluth on Aug. 1, 1902. His long experience with the work of grain inspection makes him well qualified to hold the important position of chief, and the entire northwestern trade wishes him success. A portrait of Mr. Emerson is reproduced herewith.

GRAIN MARKETING SPECIALISTS will be employed by the Office of Markets of the U. S. Dept. of Agriculture after a competitive examination conducted March 2 by the Civil Service Commission, Washington, D. C. Persons desiring to be examined should make application for Form 304 and special form.—P.

FOREIGN quotations on corn have shown a steady advance, but their buying has been spasmodic. It is an open question how much corn they will take from us. It is well to remember, however, that keen competition is not far distant, as Argentine crop is coming on apace and is already being offered abroad at attractive prices as compared with ours.—W. H. Perrine & Co.



### Frank E. Marshall Dies.

Frank E. Marshall, grain exporter of Philadelphia, Pa., died Jan. 26 after a week's illness of pneumonia. He was placed in nomination for the presidency of the Philadelphia exchange this year, but upon becoming ill withdrew his name, death occurring on the day of election.

Mr. Marshall was 57 years old and a native of Mobile, Ala. Much of his life had been spent in the grain trade. For a number of years he was connected with



Frank E. Marshall, Philadelphia, Pa., Deceased.

the Philadelphia office of Gill & Fisher, later with I. N. Parr & Son, Philadelphia, and after the dissolution of that concern identified himself with the New York exporting trade.

In 1908 he returned to Philadelphia, and with his intimate knowledge of exporting and shipping was immediately made sec'y of the Commercial Exchange. He held this position until 1914, performing also the duties of sec'y of the North American Exporters' Ass'n since the organization of that body two years ago. Largely thru the efforts of Mr. Marshall the British and French governments were induced to guarantee insurance on war risks to shippers of grain, the important matter receiving his attention shortly after the outbreak of war. He was one of the popular members of the eastern grain trade and is mourned by a host of friends. The engraving shown herewith was made at the time of Mr. Marshall's selection as sec'y of the Commercial Exchange.

A REAL GRIEVANCE, brot about by the European war, has been found in a seed catalog, which says: "We regret deeply that in this day and age so terrible a war could have come to pass, and that it should deprive us of certain seeds desired by our customers."

## Changes in Rates

As SHOWN by tariffs recently filed with the Interstate Commerce Commission the carriers have made the following changes in rates:

**C. I. & L.** in I. C. C. 31058 cancels the proposed new minimum weights on articles taking grain rates, effective Jan. 25.

**C. I. & L.** in Sup. 1 to 5806 quotes rates on corn, oats, wheat, rye and barley to Newport News, Va., effective Feb. 16.

**C. B. & Q.** in Sup. 6 to 1921-D quotes rates on grain from Chicago stations to the junctions of connecting lines, effective Feb. 20.

**C. B. & Q.** quotes a rate of 35c on alfalfa meal from Wheatland, Wyo., to St. Louis, Mo., and East St. Louis, Ill., effective Feb. 17.

**C. I. & L.** in Sup. 1 to 5789 quotes rates on grain from stations on the C. I. & L. Ry., to Virginia common points, effective Mar. 1.

**C. I. & L.** in 5837 quotes rates on grain and grain products from Chicago & Wabash Valley stations to points on the C. I. & L., effective Jan. 27.

**Western Trunk Lines**, in Sup. 4 to 11-A quote rates and rules governing the shipment of grain from elevators in that territory, effective Feb. 15.

**C. & N. W.** in Sup. 2 to 265 quotes rates on grain and seeds originating at stations on the C. & N. W., P. R. C. & N. W., and W. & N. W. Rys., effective Feb. 20.

**C. & N. W.** in Sup. 9 to 13002, quotes rates on grain from stations in Ill., Wis., and Mich., to stations on connecting lines in Wis. and Mich., effective Feb. 25.

**C. B. & Q.** in Sup. 14 to 6786-D quotes rates on grain and grain products in carloads from Chicago and Peoria, Ill., to other stations in that state, effective Jan. 25.

**Nor. Pac.** quotes a rate of 15½c on wheat (when milled in transit at Lisbon, N. D.) from Buttzville and Sheldon, N. D., to Duluth and Minneapolis, Minn., effective Jan. 23.

**Nor. Pac.** quotes a rate of 8½c on underground wheat screenings, corn screenings, rye screenings, oat and barley screenings from Superior, Wis., and Duluth, Minn., to Peoria, Ill., effective Jan. 20.

**C. & N. W.** in Sup. 5 to 7412 quotes rates on wheat, barley, corn, oats and rye between stations on the C. & N. W. Ry. in Ia., Neb., Minn., N. D., S. D., and East St. Louis, Ill., effective Feb. 25.

**C. B. & Q.** in Sup. 11 to 849-D cancels the joint freight rates on grain and grain products from stations in Ill., Ia., Mo., to Atlantic seaboard and interior points, and eastern Canadian points, until Mar. 31.

**C. B. & Q.** in 849-E quotes rates on grain and grain products from stations on the C. B. & Q. in Ill., Ia., Mo., to the Atlantic seaboard, interior points, and eastern Canadian points, effective Jan. 20.

**C. B. & Q.** in Sup. 20 to 4000-B quotes rates on grain and grain products from Chicago, Ill., St. Louis, Mo., St. Paul, Minneapolis, Winona, Minn., La Crosse, Wis., to stations to Ia. and Mo., effective Feb. 1.

**C. R. I. & P.** in Sup. 23 to 27537-B quotes rates on grain and grain products from stations in Ill., and Ia., to Albany, New York, Rochester, Syracuse, Utica, N. Y., Baltimore, Md., Boston, Mass., Montreal, Quebec, Can., and other eastern points, effective Mar. 1.

**C. R. I. & P.** in Sup. 22 to 27537-B quotes rates on grain and grain products from stations in Ill., and Ia., to Albany, New York, Rochester, Syracuse and Utica, N. Y., Baltimore, Md., Boston, Mass., Philadelphia, Pa., and other eastern points, effective Jan. 26.

**A. T. & S. F.** in Sup. 5 to 5655-U suspends rates on grain, grain products and broom corn, from points in Kan., Colo., Okla., and Superior, Neb., to Galveston, Port Bolivar and Texas City, Tex., until Mar. 31.

**C. B. & Q.** in Sup. 51 to 3200-B quotes rates on grain and grain products between Missouri River points and Chicago, Ill., St. Louis, Mo., St. Paul, Minneapolis, Winona, Minn., La Crosse, Wis., etc., effective Feb. 1.

**C. B. & Q.** in Sup. 1 to 849-E quotes rates on grain and grain products in carloads from stations in Ill., Ia., Mo., and Victoria, Ill., to Atlantic seaboard, interior points, and eastern Canadian points, effective Jan. 20.

**Great Nor.** quotes a rate of 24c on corn, oats and feed from Yankton, S. D., and Sioux City, Ia.; to Woodworth, N. D.; 24½c to Robinson, Pettibone, Harmon and Sanger, N. D., and 25c to Tuttle, N. D., effective Feb. 3.

**C. B. & Q.**, in Sup. 5 to 3457-F quotes mileage payments and rental charges for grain in cars, in connection with the I. & St. L. Ry., Q. O. & K. C. Ry., Rock Port, Langdon & Northern Ry., and the Tabor & Northern Ry., effective Feb. 15.

**A. T. & S. F.** in Sup. 19 to 5702-D suspends rates on broom corn, beans, pop corn and seeds in carloads between points in Kan., Colo., Okla., Superior, Neb., Joplin, Mo., and other points in Mo., Kan., Neb., Ia., Ill., and Minn., to Mar. 31.

**C. R. I. & P.** in Sup. 5 to 19687-H suspends effective date of rates on grain, grain products, seeds and broom corn from Missouri River stations and stations in Ill., Ia., Minn., and S. D., to Mississippi Valley points, from Dec. 31 to Mar. 31.

**I. C.** in Sup. 5 to 1081-B quotes rates on grain, grain products and by-products of grain in carloads from stations on the I. C. in Ill., Evansville, Ind., and St. Louis, Mo., to points in Ind., Mich., Ky., N. Y., Ohio, Pa., and W. Va., effective Feb. 1.

**A. T. & S. F.** in Sup. 26 to 5588-J quotes rates on grain and grain products from points in Kan., Colo., Mo., Okla., and Superior, Neb., to Kansas City, St. Joseph, Mo., Atchison, Leavenworth, Kan., Chicago, Peoria, Ill., and Mississippi River points, effective Jan. 25.

**C. & A.** in 1581-D quotes rates on grain and grain products from stations on the C. & A. in Ill., Hannibal and Louisiana, Mo., to the Atlantic Seaboard, eastern and interior United States and Canadian points, effective, to U. S. points Jan. 28 and to Canadian points Feb. 18.

**C. R. I. & P.** in Sup. 3 to 19687-G quotes rates on grain, grain products, seeds, and broom corn from Mo. River stations and stations in Ill., Ia., Minn., and S. D., to Mississippi Valley points and other stations in Ala., Ark., Fla., La., Miss., and Tenn., effective Feb. 22.

**C. R. I. & P.** in Sup. 4 to 29329-A quotes rates on grain, grain products and seeds from Kansas City, Atchison, Fort Leavenworth, Leavenworth, Kan., Council Bluffs, Ia., Omaha, South Omaha, Neb., Kansas City, St. Joseph, and Sugar Creek, Mo., to stations in Ill., Ind., Ia., Minn., Mo., S. D., and Wis., effective Mar. 1.

**C. B. & Q.** in Sup. 3 to 3200-C quotes rates on grain, grain products and seeds between stations in Ia., Kan., Neb., and Mo., including Kansas City, Mo., Leavenworth, Atchison, Kan., St. Joseph, Mo., Nebraska City, Omaha, So. Omaha, Neb., Pacific Junction, Council Bluffs, Sioux City, Ia., and Sioux Falls, S. D., effective Mar. 31.

**Great Nor.** quotes a rate of 63½c on corn from Yankton, S. D., Sioux City, Ia., Priam, Minn., and intermediate stations; to Nelson, B. C.; 65½c to Rossland, B. C., and 67c to Granby, B. C.; also a rate of 61c from Benson, De Graff, Minn., Huron, Aberdeen, S. D., and Forbes, N. D.; to Nelson and Rossland, B. C.; 67c to Granby, B. C., Grand Forks, N. D., and 67½c to Midway and Phoenix, B. C., effective Jan. 31.



**C. R. I. & P.** in Sup. 2 to 19687-G quotes rates on grain, grain products, seeds and broom corn from Missouri River stations and other stations in Ill., Ia., Minn., and S. D., to Mississippi Valley points and other stations in Ala., Ark., Fla., La., Miss., and Tenn., effective Mar. 31.

**C. R. I. & P.**, in Sup. 4 to 19687-G quotes rates on grain, grain products, seeds and broom corn from Missouri River stations and other stations in Ill., Ia., Minn., and S. D., to Mississippi Valley points and other stations in Ala., Ark., Fla., La., Miss., and Tenn., effective Mar. 10.

**C. R. I. & P.** in Sup. 5 to 19690-F quotes rates on grain, grain products, seeds and broom corn from stations in Colo., Ia., Kan., Mo., Neb., N. M., and Okla., to Little Rock, Ark., Memphis, Tenn., and New Orleans, La., and other stations in Ala., Ark., La., Miss., and Mo., effective Feb. 18.

**C. B. & Q.** in Sup. 7 to 1362-I quotes rates on grain, grain products and seeds in carloads between St. Paul, Minneapolis, Duluth, Stillwater, Winona, Minn., and La Crosse, Wis., and stations in Ill., Ind., Ky., Mo., Wis., and points east of the Indiana-Illinois state line or south of the Ohio River, effective Feb. 10.

**C. R. I. & P.** quotes a rate of 11c on corn and 12c on wheat from Council Bluffs, Ia., Omaha, Neb., Kansas City, St. Joseph, Mo., Armourdale, Leavenworth and Atchison, Kan.; to Bloomington, Danvers, Lilly, Woodruff and Twin Grove, Ill.; also a rate of 9½c on corn and 10½c on wheat from same points; to Hamel, Ill., effective Feb. 12.

**Five Per cent Increases** to eastern trunk line territory are now effective to eastern United States points, and to points in eastern Canada will become effective on the A. T. & S. F., Feb. 20; C. & A., Feb. 18; C. & E. I., Feb. 20; C. & N. W., Feb. 15; C.

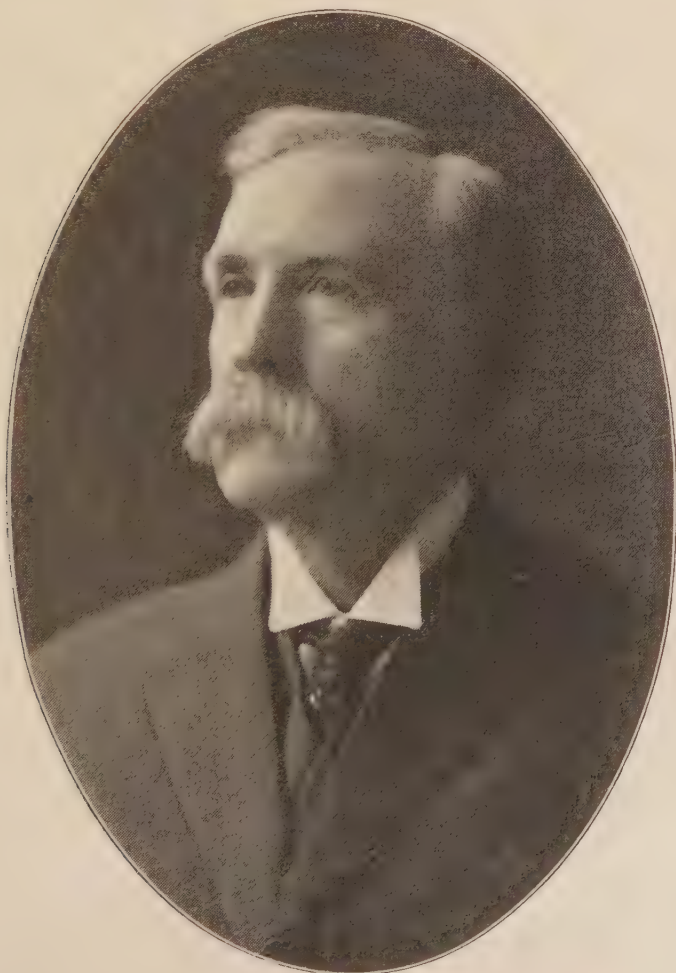
& I. M., Feb. 23; C. B. & Q., Feb. 16; C. M. & St. P., Feb. 15; C. R. I. & P., Feb. 15; I. C., Feb. 20; E. J. & E., Feb. 15; B. & O., Feb. 20; C. I. & L., Feb. 15, and E. J. & E., Feb. 15.

**Union Pac.** quotes an export rate of 28.2c on wheat and 25.2c on corn from Clay Center, Broughton, Clyde, Lawrenceburg, Clifton, Concordia and Miltonvale, Kan.; to Port Arthur, Tex.; 28.7c on wheat to Victoria and Walker, Tex., and 25.7c on corn to Victoria, Tex.; also 26.2c on wheat and 23.7c on corn from Holton, Kan.; to Galveston, Texas City, Tex., Mobile, Ala., New Orleans, Port Bolivar, and Westwego, La., effective Feb. 1.

**Penna.** quotes an ex-lake rate (when for domestic use) of 7½c on wheat, corn, oats, rye and flaxseed from Buffalo, N. Y.; to stations taking same rate as Pittsburgh, Pa.; 6c on flaxseed, 5½c on corn and barley and 3½c on oats to stations taking same rates as Baltimore, Md., New York, N. Y., and Philadelphia, Pa., and 6½c on wheat, 6c on rye, 5½c on corn and barley and 3½c on oats to stations taking same rates as Ralston and Watsontown, N. Y., effective Jan. 23.

## Charles Miller Dies.

Charles Miller, who died at his home in Taintor, Ia., Jan. 3 and whose death was reported in the January news columns of the Journal, was one of the widest known grain dealers in the state, being an Iowa resident since the early fifties and operating elevators at Newton, Sulley, Taintor and New Sharon. At the time of his death he was interested with his son-in-law, C. C. Terrell, in two elevators at Taintor. Mr. Terrell intends to continue the business in his own name, with R. A. Miller as manager.



Chas. Miller, Taintor, Ia., Deceased.

## Supply Trade

**WICHITA, KANS.**—Prospects were never coming in so freely as at the present time. White Star Co.

**CHICAGO, ILL.**—The Colonial Gov't of Angola, Portuguese West Africa, has ordered two Hess Driers and coolers, which will be forwarded at once.

**MAROA, ILL.**—Up to the present time we have sold seven times as many loaders this year, as we did during the same period last year.—Maroa Mfg. Co.

**BLUE RAPIDS, KANS.**—Chas. E. Lewis, representative of the Bemis Bag Co., suffered a stroke of paralysis while here on Jan. 27. His home is in Lincoln, Nebr.

**MADISON, WIS.**—The Fuller & Johnson Mfg. Co. have just received official notice that at the recent Tokio Taisho Exhibition held at Tokio, Japan, its engines were awarded a medal.

**MINNEAPOLIS, MINN.**—H. E. Collins, formerly in charge of the Minneapolis branch of the Sprout-Waldron Co., has been appointed manager of the Richardson Separator Co.

**ADVERTISING** creates new markets, new demands and new desires. It makes possible new products and new ways of doing things. It raises quality and keeps down prices.—*Sat. Eve. Post.*

**PEKIN, ILL.**—Burrell Engineering & Contracting Co., Chicago, has entered suit for \$500 against the Pekin Farmers' Elvtr. Co., for alleged unwarranted use of plans for its new elevator.

**BLOOMINGTON, ILL.**—The Portable Elvtr. Mfg. Co. was awarded the decision, by the U. S. District Court at Peoria, at the conclusion of a hearing involving alleged infringement of the Inks' wagon dump patent owned by the company.

**CANTON, OHIO.**—R. M. Nicholson, former adv. mgr. for the Kimberly-Clark Paper Co., has been appointed adv. mgr. for the Berger Mfg. Co. R. L. Kreighbaum, who has been handling the advertising temporarily, will continue his work in the sales dept.

WE ARE TAXED on our food supply, and the only privilege we enjoy in return is seeing hungry Europe grab up one of our chief sources of supply. The war was none of our making and we should not be made to pay for it. The government could have solved the problem long ago by putting an embargo on grain, and had such a course been pursued the American people would not be burdened with what amounts to an extra taxation.—Luther Ellis, Igleheart Bros., Evansville, Ind.

BEFORE A MERCHANT MARINE can be created under the American flag to compete with foreign ships engaged in the overseas trade, a complete revision of the navigation laws of the United States must be made, so that the cost of operating ships under the American flag may be reduced to the level of the cost of operating foreign ships competing for the same business. A temporary condition should not be met by paternalistic legislation subversive of all precedent and the traditions of our people; embarking our government in business as a common carrier on the high seas in competition with the ships of the world and not for gain, but to regulate rates.—Sam'l McRoberts, Vice-Pres., National City Bank, New York.



## Supreme Court Decisions

**Mortgage on Crops.**—A bill to foreclose the lien of a crop mortgage cannot be maintained, where the crop is no longer in existence.—*Michigan Sugar Co. v. Moffet*. Supreme Court of Michigan. 149 N. W. 1025.

**Warehousemen.**—A warehouseman receiving goods, but failing to return them on demand, must account for their loss, and it is not enough to merely show that a loss was by fire, but he must show the circumstances surrounding the fire.—*Prescott v. Southern Ry. Co.* Supreme Court of South Carolina. 83 S. E. 781.

**Setting Apart Hay Sold.**—The title to hay sold by one not in possession, but who was to buy it to fill his contract, would not pass until the seller, after acquiring it, did some act appropriating it to the contract, such as piling it away or setting it apart pending the shipment.—*North Idaho Grain Co. v. Callison*. Supreme Court of Washington. 145 Pac. 232.

**Four Months Limit for Filling Claims.**—In determining whether a provision in a B/L in an interstate shipment, requiring claims for damage to be made within four months after delivery, is valid, the state Supreme Court must follow the rule in the federal courts, tho it be contrary to that of the state courts.—*Johnson Grain Co., v. C., B. & Q. R. Co.* Kansas City Court of Appeals, Missouri. 164 S. W. 182.

**Crop Mortgage.**—Where a mortgage on crops is recorded in the county in which the crops were grown, and the mortgagor converts the property by selling it, a joint action in trover may be brought against the mortgagor and the purchaser; the latter having constructive notice by the mortgage, and hence not a bona fide purchaser.—*Lefkovits v. Lester*. Court of Appeals of Alabama. 66 South 894.

**Bank and B/L.**—Where a bank purchased a draft attached to a B/L for a car load of potatoes, credited the owner with the amount of the draft, and subsequently paid it out on his checks, the bank became entitled to the potatoes to secure the amount of the draft, as against a subsequent attaching creditor.—*Price Brokerage Co. v. Rushfeldt*. Kansas City Court of Appeals, Missouri. 171 S. W. 976.

**Gambling Contracts.**—A broker or commission merchant who knowingly participates in his principal's unlawful intent in a speculative transaction in direct violation of the statute cannot recover for his services, nor for losses incurred, nor for advances made by him in behalf of his principal in carrying out such illegal transactions.—*Orthwein - Matchette Inv. Co. v. McFarlin*. Supreme Court of Kansas. 144 Pac. 842.

**Cost of Sewing Bags.**—Under a charter party which required the ship to load a cargo of grain "in shippers' bags," where wheat was delivered on board from elevator chutes and was there placed in bags furnished by the shippers, which were closed by sewing before they could be loaded, the cost of sewing the bags was a charge against the charterer.—*Dampskibsskabet Dannebrog v. Randall*. U. S. District Court, Maryland. 217 Fed. 902.

**Switching Facilities.**—The duty of a railroad company to give shippers equality of switch track connections did not exist at common law; so that an action under Rev. St. Ohio, § 3373-1, for failure to do so where the railroad has given such facility to another shipper of freight of the same class, is one on a "liability created by statute," within Gen. Code Ohio, § 11222, prescribing a six-year limitation of action.—*Hocking Valley R. Co. v. New York Coal Co.* U. S. Circuit Court of Appeals. 217 Fed. 727.

**Negligent Stacking of Sacks.**—Where the employer's vice president and the general foreman frequently passed through a room when the work of stacking sacks of meal was being negligently done, the employer was chargeable with notice of the danger, and was liable for subsequent injury thereby to an employee, not assisting in the work and knowing nothing of the conditions and not warned.—*Memphis Cotton Oil Co. v. Gardner*. Court of Civil Appeals of Texas. 171 S. W. 1082.

**Protruding Set Screw.**—Where a protruding set screw is not unlawful an employer is not, for the benefit of his employee, bound to change that portion of his permanent equipment because such screws are not in common use in the locality. A protruding set screw upon a shaft, although somewhat covered by dirt and grease, must be considered an obvious danger, where visible, and the employer is not bound to warn an experienced employee of its presence, though such screws were not in common use in the locality.—*Pettingill v. Wm. Porter & Son*. Supreme Judicial Court of Massachusetts. 107 N. E. 269.

**Intent to Gamble.**—In an action by an agent against a principal to recover for alleged commissions and money advanced for the principal in transactions involving alleged purchases of grain on the Chicago Board of Trade for future delivery, the question is whether the intention was that the principal should become the actual buyer of grain through the agency of the commission merchants, or whether they expressly or impliedly agreed to act as the principal's agents in gambling purchases of grain which the principal had no intention of receiving.—*Sunderland & Saunders v. Hibbard*. Supreme Court of Nebraska. 149 N. W. 57.

**Reshipping Rates at Nashville.**—The prohibition against charging a lesser rate for a longer than for a shorter haul without the consent of the Interstate Commerce Commission, made by the act of June 18, 1910 (36 Stat. at L. 547, chap. 309, § 8, Comp. Stat. 1913, § 8566), amending the act of February 4, 1887 (24 Stat. at L. 379, chap. 104), § 4, prevents carriers, not having obtained such consent, from granting a rebilling privilege to shippers of grain and hay at Nashville, whereby such shippers, on establishing the receipt of such products at that point from Ohio river points, receive, on reshipment, an allowance on the local rate from Nashville to the southeastern point of final destination, which makes the total transportation charge equivalent to what it would have been had the grain originally moved from the Ohio river point to its ultimate destination without stopping in transit at Nashville, the rate from Ohio river crossings to points of destination in the southeast being less than for shorter intermediate hauls.—*W. S. Duncan & Co. v. L. & N. R. R. Co. and Nashville Grain Exchange*. Supreme Court of the United States. 35 Sup. Ct. Rep. 113.

**Boycott by Exchange Members Lawful.**—Rev. St. 1909, provides by section 10298 that any one entering into a combination in restraint of trade or competition in the importation, transportation, manufacture, purchase, or sale of any product or commodity, or anything, shall be guilty of a conspiracy in restraint of trade; by section 10300, that any two or more persons combining or associating to restrain trade or competition by boycotting or threatening any person to prevent them from buying or selling to any person not a member of such combination, shall be guilty of a conspiracy in restraint of trade; by section 10301, that all persons combining to lessen trade or competition in the importation and sale of commodities shall be guilty of a conspiracy; by section 10305, that any person injured in his business or property by such prohibited acts may recover threefold the damage sustained; and by section 10313, that the acts enumerated shall not operate to release from any previous penalties. Plaintiff's petition charged that it was a commission merchant or agent buying and selling live stock at the Kansas City

Stockyards, a corporation organized to afford a market therefor, and required by its charter to keep it open and free; that plaintiff was not a member of a certain brokers' exchange, or of another exchange whose members were engaged in buying and selling live stock on their own account; that defendants, members of the latter exchange, entered into a pool or combination among themselves and other members of the exchange not to buy or sell any live stock to plaintiff, and not to buy or sell to any member of the brokers' exchange who bought or sold to plaintiff and thereby forced plaintiff out of business. Held that, as plaintiff neither produced, owned, or carried any article of commerce, the pool or combine against it could not result in "restraint of trade or competition in the importation, transportation, \* \* \* purchase, or sale of any product or commodity in this state," and that, in the absence of any showing that the forcing of plaintiff out of business necessarily lessened competition or increased the price of live stock, the bill stated no cause of action.—*Co-operative Live Stock Commission Co. v. Browning*. Supreme Court of Missouri. 168 S. W. 934.

## Clean Oats May Contain Two Per Cent of Dirt.

E. T. Custenborder & Co., Sidney, O., plaintiffs, v. Furnas-Brown Grain Co., St. Paris, O., defendant, before the Arbitration Com'te of the Grain Dealers National Ass'n.

Plaintiff sold defendant what was described in the confirmation as "clean white oats." Defendant track buyer had sold the car to a firm at Steubenville, who rejected it on arrival, on the ground that the oats were extremely dirty. Defendant in turn refused to accept the car and the shipment was sold by plaintiffs on the Pittsburgh market at a loss of \$29.64.

On inspection at Pittsburgh the oats were officially graded Standard white oats, and the rules for grading at Pittsburgh allow not more than 2 per cent of dirt in that grade.

The Arbitration Com'te of the Grain Dealers National Ass'n, composed of E. M. Combs, Elmer Hutchinson and L. W. Gifford, held that:

E. T. Custenborder & Co.'s contention is, that inasmuch as the oats graded Standard white oats in Pittsburgh, they must have been clean or good white oats and should have been accepted by the Furnas Brown Grain Co.

Furnas Brown Grain Co. contends that the fact the oats graded Standard white oats in Pittsburgh, does not signify that they were clean white oats and that a grade of oats which permits of two per cent dirt, cannot be classed as clean oats. They also say in their pleading, that if they had bought good white oats or Standard white oats they would readily admit their liability in the case.

It is the opinion of this com'te that good white oats would be clean white oats and that under the ordinary usage of the word "clean," oats good enough to grade Standard white oats would be clean oats and as the oats contained in this car graded Standard white oats in Pittsburgh, we believe that E. T. Custenborder & Co. filled their contract and that oats should not have been refused.

Therefore, our ruling is, that Furnas Brown Grain Co. pay to E. T. Custenborder & Co. \$29.64 and that Furnas Brown Grain Co. pay the cost of this arbitration.

DECEMBER EXPORTS from the United States were \$245,632,558, an increase of \$12,436,930 over December, 1913, and imports were \$114,656,545, a decrease of \$69,367,026, compared with December, 1913. The export of crude foodstuffs increased \$41,000,000 and manufactured foodstuffs about \$10,000,000. January exports were \$238,574,096, and imports, \$107,440,208, a balance in favor of the United States of \$131,133,888 for the month.



## Feedstuffs

THE RALSTON-PURINA FEED CO., Buffalo, N. Y., has completed its new buildings, and machinery is being installed.

SEN. KIECHEL has introduced a bill into the Nebraska State Senate for an act to define concentrated commercial feeding-stuffs, regulate sales of the product, and provide for its inspection.

THE HIGH PRICE of feed is reported as causing sheep breeders to market their flocks. Where 60,000 sheep were being fed in the vicinity of Minneapolis in January this number has fallen off to less than 10,000.

THE WISCONSIN State Millers Ass'n has proposed that a com'te of members request that a bill be drafted and presented to the present session of the legislature prohibiting the continuous use of jute sacks which are unsanitary.

A BILL to exempt grain elevators and feed mills from registration fees on feeding stuffs has been introduced in the Kansas Senate by J. B. Caudill of Comanche, Kan. The bill seeks to amend the 1913 law, which provides for registration.

MISBRANDING OF COTTON seed cake caused the government to file a libel for the seizure and condemnation of 300 sacks shipped by the Riverside Cotton Oil Co., and the Helfey-Coleman Co., Fort Worth, Tex., to Kansas City, Mo. The product was released on bond.

WESTERN WEIGHING & Inspection Buro, Minneapolis, has issued a notice that, effective at once, feed shippers must pay freight on the gross weight, including package. Feed packed in 100-lb. jute sacks must be billed at 100% lbs., and in 100-lb. cotton sacks as 100% lbs.

SUIT of the Indiana Mfg. Co., against the Loftus-Hubbard Co., Minneapolis, Minn., to recover \$6,000 damages for alleged failure to deliver bran said to be contracted for in 1911, was heard recently in Minneapolis. The jury deliberated for 24 hours without finding a verdict.

THE ST. LOUIS MILLERS CLUB and the St. Louis Merchants Exchange have appointed Com'tes to represent those bodies and the mixed feed interests at the present session of the Missouri legislature, where a number of bills have been introduced to regulate the sale and manufacture of feeds.

THE SHANNON bill, now before the Missouri state legislature, provides that all who sell feed in that state must register with the state the names of all feeds sold, no fee being taken for such registration. The product must also bear a tag or label showing analysis and the maximum percentage of ash and moisture.

THE KANSAS CITY Millers Club will support the Phelps feeding stuffs bill, now pending before the Missouri legislature. The bill provides for the labeling of each sack of feed with the net weight of contents, name and address of manufacturer, minimum per cent of protein, maximum per cent of fiber, and the name of each ingredient.

FOR ADULTERATION and misbranding of wheat bran the United States government has filed a libel for the condemnation and seizure of 600 sacks, each supposed to contain 100 lbs., remaining unsold at Kennedy Station, Ohio, and alleged to have been transported from the State of

Wisconsin by the H. E. McEachron Co., Wausau, Wis.

THE FEED manufacturer, and necessarily the feed dealer, has many reasons for looking forward to a heavy demand for the next six months. The advancing price of cotton, the marketing of cotton products at good prices, the stiffening lumber market, the increased sales of naval stores, the partial resumption of shipping—all of these things spell "Better Times," which is reason number one for expecting good business. Reason number two is based on the relative cheapness of mixed feed, compared with grain and other feedstuff. Economical to feed at all times, mixed feed will effect an unheard of saving this season, and this is increasing its consumption. The severe winter weather is reason number three. By the time farm work begins, the home grown feedstuff will be pretty well exhausted. The demand for feed should hence be earlier than usual. In fact, it has already begun, and our January sales are far ahead of the same month any previous year.—Edgar-Morgan Co.

### Mutual Millers and Feed Dealers Meet.

The Mutual Millers & Feed Dealers Ass'n of New York and Pennsylvania held its annual convention at Buffalo on Jan. 29. Fully 200 members gathered at the Hotel Statler.

Placing the sale of feed on a cash basis, eliminating credits entirely, was one of the principal matters up for discussion. Sec'y Austin W. Carpenter of East Randolph, insisted that members discontinue the antiquated methods of making sales by extending credit, or accepting in payment for feed any kind of a worthless note. The consumer, he said, would find that the cost of feed grew less as the cash basis became generally adopted, and the benefit of a cash business to the feed dealer would be cash in the bank at the end of each year, instead of a lot of questionable paper.

Officers of the ass'n: Walter Waldorf, pres., Corry, Pa.; Edwin A. Bagg, vice-pres., Conewango; and Henry Neff, treas., Salamanca, N. Y.



Oris Hastings, Pres. Cairo Board of Trade.

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and, as illustrating the beneficial effect on grain, and the high quality of its work, it is extensively used by

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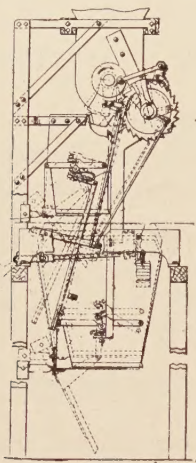
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Moisture testers, percentage scales, sieves, etc., etc.

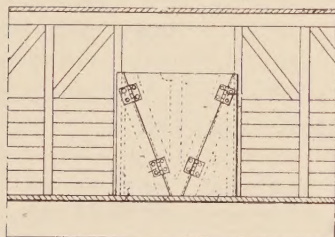


## Patents Granted

**Grain Door.** No. 1,127,089. (See cut.) George Robert Pratt, Winnipeg, Man., Canada. A grain door is comprised substantially of a V-shaped main section and triangular shaped end sections secured by hinged joints to edges of main section. The joints are constructed to effect the



1,126,164.



1,127,089.

overlapping of the upper halves of the side sections on the main door and the overlapping of the lower half of the main door on the side sections.

**Automatic Weighing Scale.** No. 1,126,164. (See cut.) Andrew M. Williams, Dallas, Tex. A mechanism to lock a receiver door is placed in combination with a main counterbalanced receiver, displaceable vertically to a limited extent and provided with an opening at the bottom. Means are provided to automatically trip a mechanism as the receiver reaches its lowermost position. A chute discharges all bulk material into the receiver and an auxiliary receiver is adapted to discharge its contents into the main receiver, a periodically acting mechanism diverting the discharge from the one to the other during the downward displacement of main receiver. A mechanism maintains a small flow of material in addition to the main supply chute and another mechanism cuts off or renews the small flow as the receiver is completing the final stage of its downward motion or undergoing the primary stage of its upward movement.

THE YUKON Mill & Grain Co., Yukon Okla., has issued its calendar for 1915, reminding the trade of "Good Luck" and "Best" grades of flour, and many varieties of feed. The production of wheat, corn, oats and barley by all of the principal countries is shown, also the production in the United States of all leading crops.

### Barley-Mixed Oats Seized at Baltimore.

Seventy-five carloads of oats shipped from Chicago to Baltimore for export have recently been seized by the Federal authorities because they were found to contain feed barley or water, or both. Field representatives of the Department of Agriculture have all been instructed to exercise the utmost vigilance in detecting future shipments adulterated in this way.

Low grade barley which is known to the trade as "feed barley" is sometimes mixed with oats. This feed barley is the grade which is not good enough for malting. It contains material percentages of weed seeds, foreign grains and dust, and the addition to oats of such a product is held to be a violation of the Food and Drugs Act. The addition of water to oats arises from the fact that some dampening is necessary for effective bleaching. Investigations of the Department of Agriculture have revealed the fact that water is sometimes added in the amount of from 2 to 4 per cent.

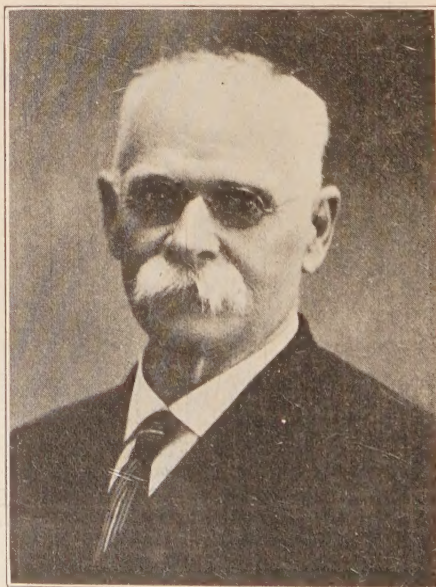
DAVID J. PRICE, of the Bureau of Mines, who has been studying dust explosions, has been transferred to the Bureau of Chemistry of the U. S. Dept. of Agriculture, to further study cereal dust explosions.

THE CANADIAN GOVERNMENT, which announced some time ago that it would purchase 500,000 bus. of oats for seed purposes, has succeeded in obtaining only 1/3 of this amount, as most of the 20,666,360 bu. crop has been exported.

### G. J. Boney Dies.

G. J. Boney, for many years president of the Boney & Harper Milling Co., Wilmington, N. C., died at that city on Jan. 6 after 3 years of failing health. He was 69 years old.

Mr. Boney's business was conducted in such a way that his name became a synonym for honesty and the highest business integrity. His word was never questioned. The Grain Dealers National Ass'n tendered Mr. Boney the office of Director for a number of years and at the meeting last October bestowed a similar honor upon his nephew, H. E. Boney.



G. J. Boney, Wilmington, N. C., Deceased.

### Ohio Grain Dealers Mutual Fire Ins. Co. Report.

The 13th annual report of the Ohio Grain Dealers Mutual Fire Ins. Co., Columbus, shows receipts for the year amounting to \$8,203.45, which with \$9,608.05 at close of 1913 totals \$17,811.50.

Disbursements for 1914 including losses, salaries, rent, etc., amount to \$8,045.92, leaving a total actual cash asset of \$9,765.58. The ass'n's total surplus is \$16,000, and liabilities none.

Insurance in force at close of 1913 was \$1,018,800, and written during 1914, \$380,980. Amount in force Dec. 31, 1914, after deducting cancellations was \$1,144,150. The total cost of insurance for each \$100 at risk during 1914 was 81c.

CANADIAN GOVERNMENT is circularizing all mills in the Dominion asking for a statement of their stocks of wheat, course grains and feedingstuffs.

TIGHTENING OF A CLUTCH band threw sparks that caused a fire, reports the Harriman Elvtr. Co., Green Ridge, Mo., and had the pit been dirty a serious blaze might have resulted. Prompt action with fire buckets and a fire extinguisher saved the elevator.

FLOUR dashed in scoopfuls upon fire has proved effective as a fire extinguisher on two occasions at Warrensburg, Mo. Jesse Culp of that city put out a 12-foot flame caused by burning coal oil and a gasoline fire originating from the grounding of an automobile spark plug.

FOLLOWING DIRECTORS were elected at the annual meeting of policy holders of the Grain Shippers Mutual Fire Ins. Co., Ida Grove, Ia., held Jan. 21: Ira Conger, to succeed C. P. Fredendall, resigned; T. W. Purcell, Hampton, Ia., and F. D. Babcock, Ida Grove. Officers elected were W. E. Johnston, pres.; E. M. Cassidy, treas.; F. D. Babcock, manager and sec'y; and F. D. Babcock, Jr., ass't manager. The ass'n has a balance of \$11,000 in its treasury.

THE RUSSIAN government bank has given notice of the construction of 15 grain elevators at railroad stations thruout the country, of which the following have been completed: Bogatoye, Tashkent Railroad, Central Asia; Sorotchinskaya, Tashkent Railroad; Torbeyevoy, Moscow-Kazan Railroad, Saratoff Province; Ekaterinovka, Ryazan-Uralsk Railroad, Saratoff Province; Tamboff, Ryzan-Uralsk Railroad, Tamboff Province; Mordova, Southeastern Railroad, Tamboff Province.—Consul General John H. Snodgrass, Moscow.

SPECULATIVE holding of grain off the market by farmers and exporters is being investigated by the federal government; and at Chicago District Attorney Chas. F. Clynne has ordered an examination of the books and records of the Armour Grain Co., J. Rosenbaum Grain Co., and Bartlett, Frazier & Co. It is not unlawful to purchase wheat and hold it for a rise. The violation of law occurs when two or more persons agree with one another to take similar action. No grain dealer, miller, farmer, physician or dry goods merchant who has wheat but need fear that the discovery of his name on the books of the brokerage firms will get him into trouble, unless his closed trades show profits that should be declared in the income tax.

THE CANADIAN PARLIAMENT is considering removing the import duty on oats temporarily.



# The GRAIN DEALERS JOURNAL.

## Insurance Notes.

THE INSURANCE COM'ITE in the Nebraska State Senate consists of Senators Henry, Howell, Mattes, Kohl, Gates, Douthett, Ruden, Sandall and Shumway.

INSURANCE SUPT. Rufus M. Potts has drafted a resolution to be introduced in both Illinois Houses asking for an investigation of the fire insurance business of that state.

WM. H. CRATTY, Homer, Neb., has brought suit against the Northwestern Fire & Marine Ins. Co., for \$1,500 insurance on his elevator, burned Oct. 8, 1914. The insurance, he alleges, was written Oct. 3.

PERCY B. SULLIVAN, at one time manager of a grain insurance club making headquarters at Chicago, was recently convicted of using the mails to defraud and sentenced to serve two years in the Federal prison at Ft. Leavenworth, Kan.

SEN. HOWELL has introduced in the Nebraska State Senate a bill for an act to reduce fire waste, equalize rates of fire, lightning and cyclone insurance, forbid unjust discriminations in rates, and provide for the inspection of risks specifically rated.

WORKMEN'S COMPENSATION act known as H. B. 176, introduced by Rep. Sare into the Indiana House, seeks to abolish the state bureau of inspection and provide for an industrial board to administer law and take over the duties of the state inspection bureau.

REP. McCULLOUGH has introduced a bill known as H. B. 177 into the Indiana House providing that full amount of written insurance against loss by fire, tornado or lightning be accepted as the amount of loss and paid by company as such, in case of total loss.

## Annual Report Millers Mutual Fire Ins. Co.

The annual report of the Millers Mutual Fire Ins. Co., Alton, Ill., shows cash assets of \$548,396.68 and deposit notes, \$1,864,686.89, or gross assets of \$2,413,083.57. Liabilities, including a reserve for unpaid premiums and re-insurance, amount to \$126,284.60.

The company shows a gross surplus to policy holders of \$2,396,983.57 and a net surplus of \$422,112.08. Losses during the year total \$201,322.73, or \$2,534,180.02 since organization. Insurance in force at present amounts to \$24,011,664.48, compared with \$19,430,221.85 in 1913.

Of the total insurance in force elevators carry \$11,423,681.09, mills \$7,978,360.84 and general risks \$4,609,622.55.

Sec'y G. A. McKinney announces the retirement of Pres. Geo. Postel on account of failing health, and the election to the presidency of former Vice-pres. H. B. Sparks. E. F. Schoening of Columbia, Ill., has been elected vice-pres. W. E. Meek of Marissa, Ill., succeeds Henry Schurmann on the executive committee, Mr. Schurmann wishing to retire from active service.

## Valuable First Aid Manual.

First aid manual compiled by the Millers Mutual Casualty Co., Chicago, is ready for distribution. The company has spared no expense in making the manual instructive as well as elegantly made up, and Dr. Wm. J. Swift, instructor in operative surgery at the Chicago Polyclinic Hospital, is author. Large full page illustrations are used, showing the layman even tho unable to read English, as much about the treatment of the injured as a whole page of type matter. J. C. Adderly, manager of the company, realized that when first aid instructions were needed they were needed quickly, and this idea has been carried out thruout the book, large black type in the margins assisting in immediately locating a remedy for any injury which might occur about an elevator.

A copy of this handsome 40-page book will be sent to Journal readers upon request.

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**TRI-STATE MUTUAL GRAIN DEALERS FIRE INSURANCE CO.**  
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TEXAS MILLERS MUTUAL FIRE INSURANCE CO. OF FORT WORTH, TEXAS.  
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GRAIN DEALERS NATIONAL MUTUAL FIRE INS. CO. OF INDIANAPOLIS, IND.



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### A GRAIN RECEIVING BOOK (No. 12 AA).

**Grain Register** is invaluable to the country grain man and is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8½x14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contain spaces for records of 4,000 loads. The book is well printed and ruled on sterling ledger paper, and substantially bound in full heavy canvas covers.

### A GRAIN SHIPPING BOOK (No. 14 AA).

**Sales, Shipments and Returns** is invaluable to the country grain man in keeping record of his sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10½x16½ inches, used double. The left-hand pages are ruled for information regarding **Sales** and **Shipments**; the right-hand pages for **Returns**. Under **Sales** the column headings are Date, Amount Sold, Price, Grain, Terms. Under **Shipments** are Date, Car Number and Initial, Our Weights in Bushels, Grade, Route, Rate. Under **Returns** are Destination, Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

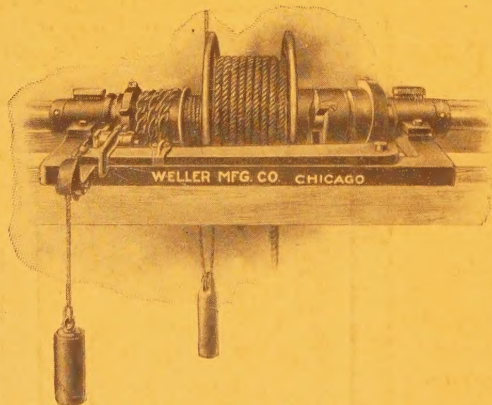
It contains 76 double pages, with room for records of over 2,200 cars. It is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper.

## GRAIN DEALERS JOURNAL

La Salle St., Chicago, Ill.

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